Australian

AUGUST, 1982. ISSUE 115. Vol. 10 No. 10 $1.80*

MODEL RAILWAY

Magazine

A Modelling Holiday

'MLV' Louvre van Plan.

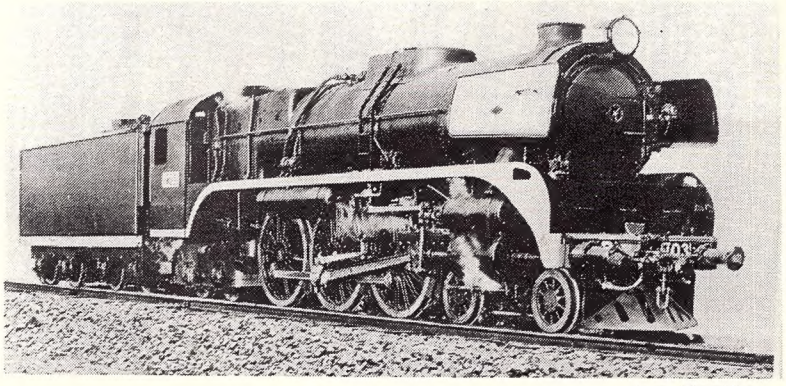
Tasmanian Track Plan

South Australian 'T' Class 4-8-0

Registered by Australia Post Publication No. NBH0729
*Recommended retail price only.

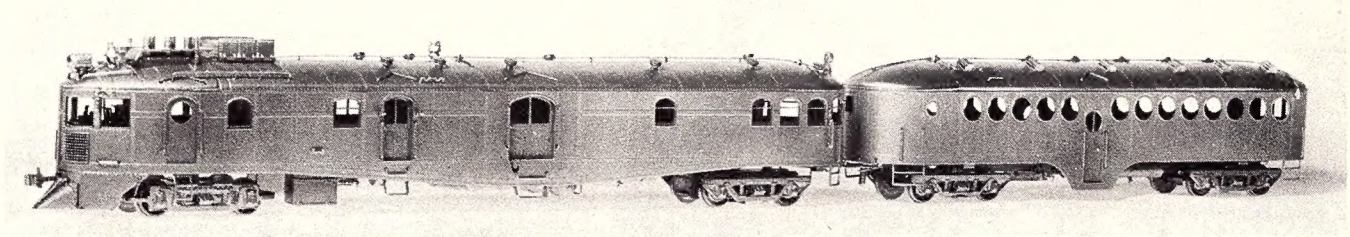
DUE SHORTLY . . . IN HO GAUGE . . . — AUSTRALIA'S MOST FAMOUS HUDSON LOCOMOTIVE . . .

Now being readied for shipment in Japan, stocks of the mighty V.R. "R" Class Hudson Locomotive are scheduled to arrive in Australia during September. Produced by the same builder in Japan as our recent '60' Class Beyer-Garratt Locomotive, the standard of finish and workmanship of this model will be equally comparable. Features include special V.R. pattern Tender and Loco. trailing trucks, "SCOA-P" pattern drivers (with full 16 fluted spokes), 'can' motor with Ferrite field, cab detail etc. Painted and finished in the prototype livery of black, with red lining and red smoke deflectors. Ready for road numbers. PRICE: $565.00. Unpainted, $537.00.

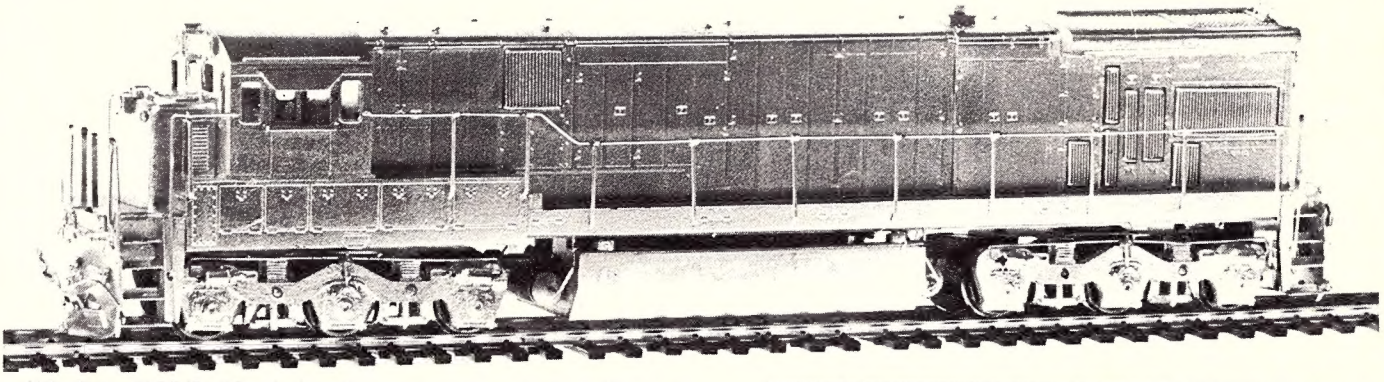


V.R. PHOTO

NEW MODELS NOW ON THE 'READY TRACKS' . . .

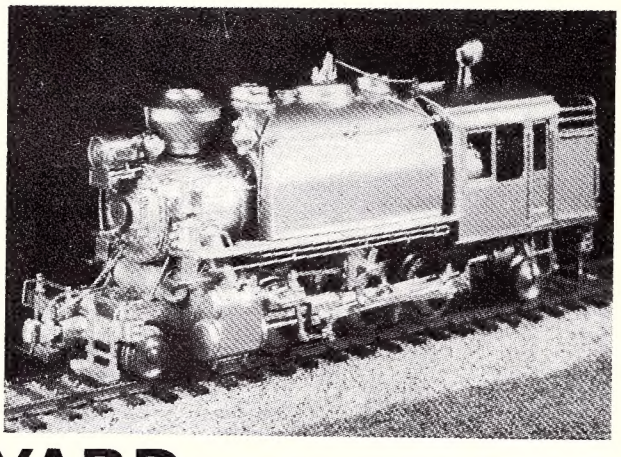


HO Union Pacific M24 Motor & T19 Trailer Set, made in Korea to the order of Overland Models. Motor M24 was built by McKeen in December, 1917 and converted to gas-electric in 1929. Trailer T19 was originally Motor Car M7 and was converted by a Trailer by McKeen in 1906. M24 is a mail-baggage-express unit and T19 seated 27 passengers. The model runs smoothly and is finely detailed. Includes cab interior, cast pilot, woodgrain door panels, and excellent roof and underbody details. PRICE: $299.00.



HO G.E. 'C30-7' Diesel-electric Locomotive, made in Korea to the order of Overland Models. These Locomotives came in double window and four window versions. Our stocks are of the latter version which are owned by the AT&SF, UP, BN, CR, FCP, L&N, NdeM, N&W and SCL. Features include cab interior, can motor, six individual gear boxes, detailed trucks, two different exhaust stacks, detachable snowplow, fan detail, chain for exterior brake system, antenna, lift rings, fuel gauges, sun shades and loads of other detail. PRICE: $248.00.

Outshopped by Alco's Schenectady plant as late as 1927, W.A. Woodward Lumber Company's No. 3 2-6-2 Saddle Tank Locomotive provides the prototype for this fine model from Oriental Limited. Finished with interior cab detail, coined frame, sprung drivers and idler gear drive. This Locomotive is ideal power for loggers working in HO gauge. PRICE: $239.00.



THE MODEL DOCKYARD PTY. LTD.

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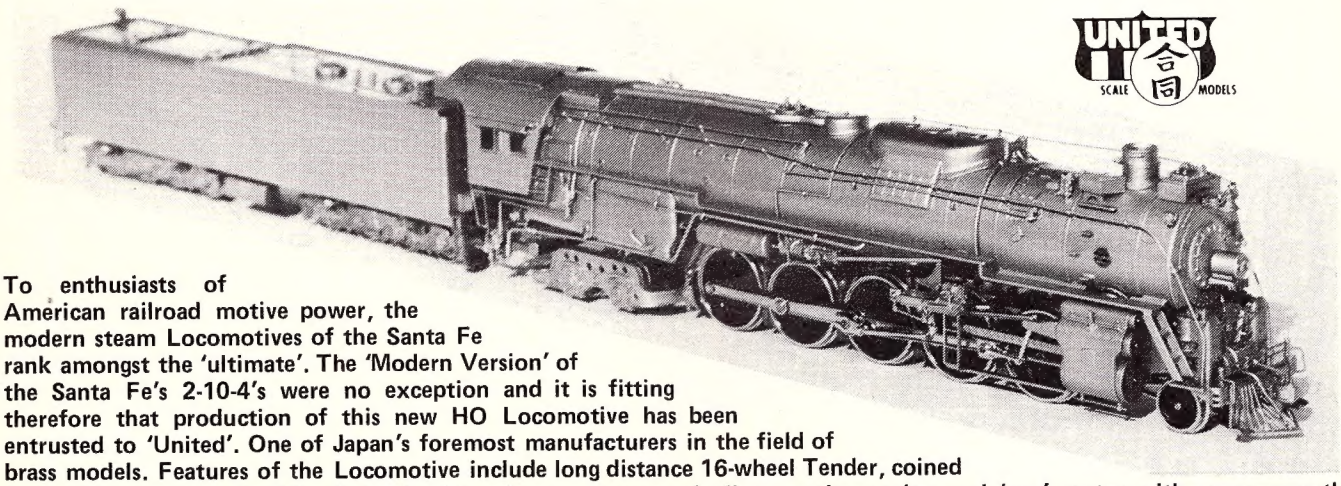
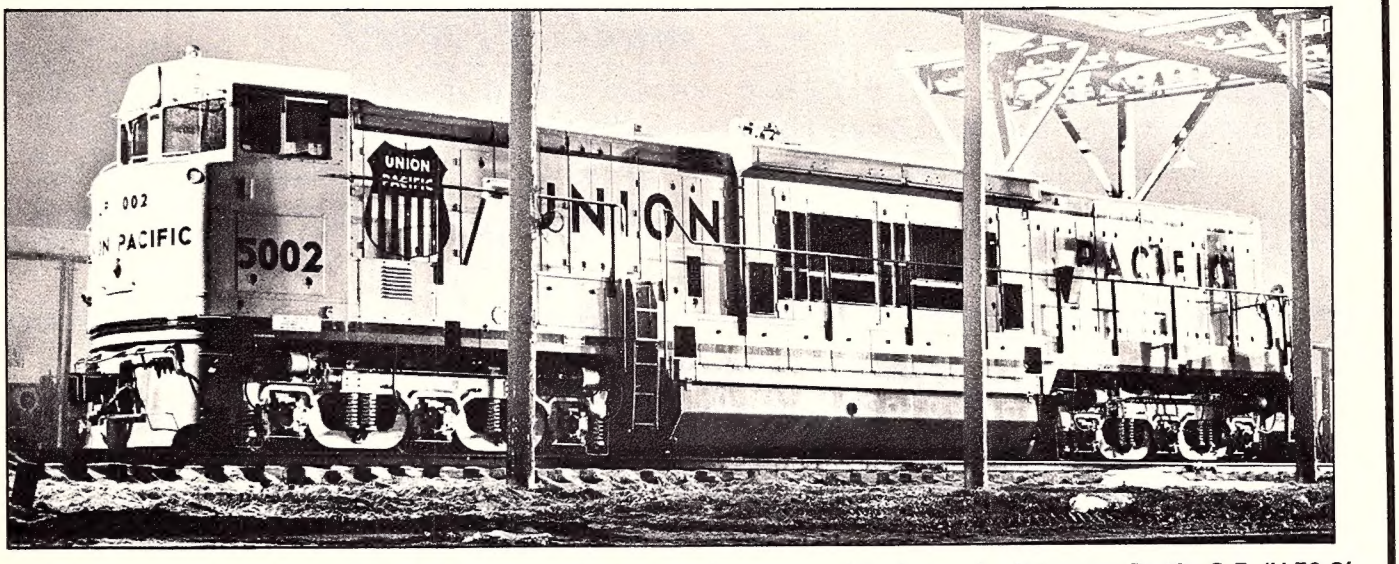
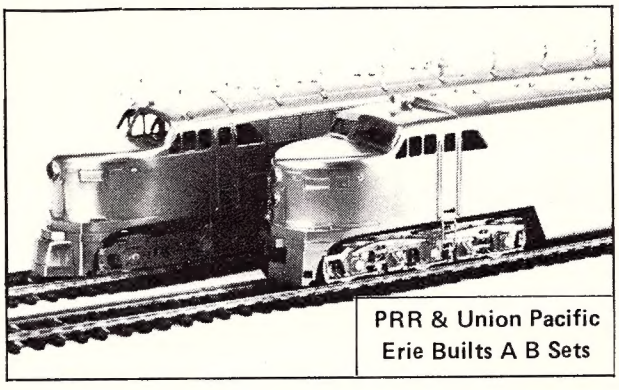


To enthusiasts of American railroad motive power, the modern steam Locomotives of the Santa Fe rank amongst the 'ultimate'. The 'Modern Version' of the Santa Fe's 2-10-4's were no exception and it is fitting therefore that production of this new HO Locomotive has been entrusted to 'United'. One of Japan's foremost manufacturers in the field of brass models. Features of the Locomotive include long distance 16-wheel Tender, coined brass driver centres, backhead detail with cab seats, improved pilot coupler pocket and 'can' motor with super smooth 'United' idler gear drive system. PRICE: $795.00.



Outshopped by KMT to the order of Alco Models. The long awaited re-run of the impressive HO Union Pacific G.E. 'U-50-C' Diesel-electric Locomotive. PRICE: $339.00.

Alco Models HO FM Erie Built A & B Diesel Units are now in stock. Both U.P. and P.R.R. versions are available. The Pennsy Units featuring the antenna mast system. All axles powered. PRICE $466.00 per set.



PRR & Union Pacific Erie Builts A B Sets

*ALSO TO HAND . . . Hallmark Models' Santa Fe 1A & B, the original 1800 HP diesel units, built to power the first 'Super Chief'. Painted and finished.

*COMING NEXT . . . Tenshodo's Union Pacific 4-8-8-4 'Big Boy'.
Hallmark's EMD Burlington 'Silver Charger'.
Hallmark's EMD E-1 A & B Diesel units.
Pacific Electric 'Albama' private cars.
Chicago, Aurora & Elgin No. 450 Interurban.
Hallmark's EMD E-3/6 A & B diesel units.

*COMING UP . . . . . Victorian Railways 'D3' class 4-6-0 locomotive.
Victorian Railways 'G' class 2-6-0 + 0-6-2 Beyer Garratt locomotive (both HOn3 and HOn2½ gauge).

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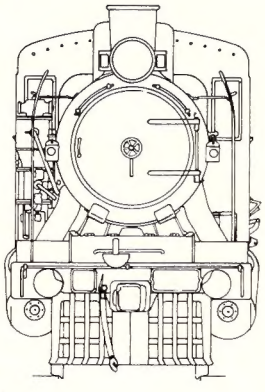

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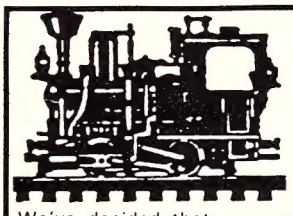

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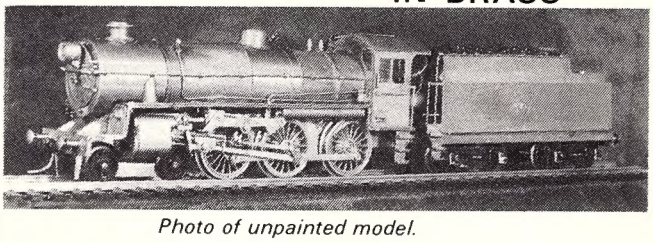

Photo of unpainted model.

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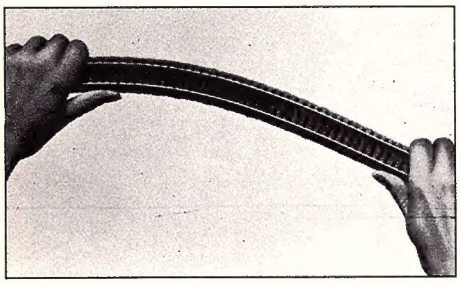

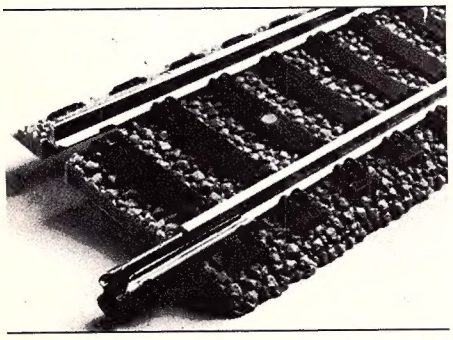

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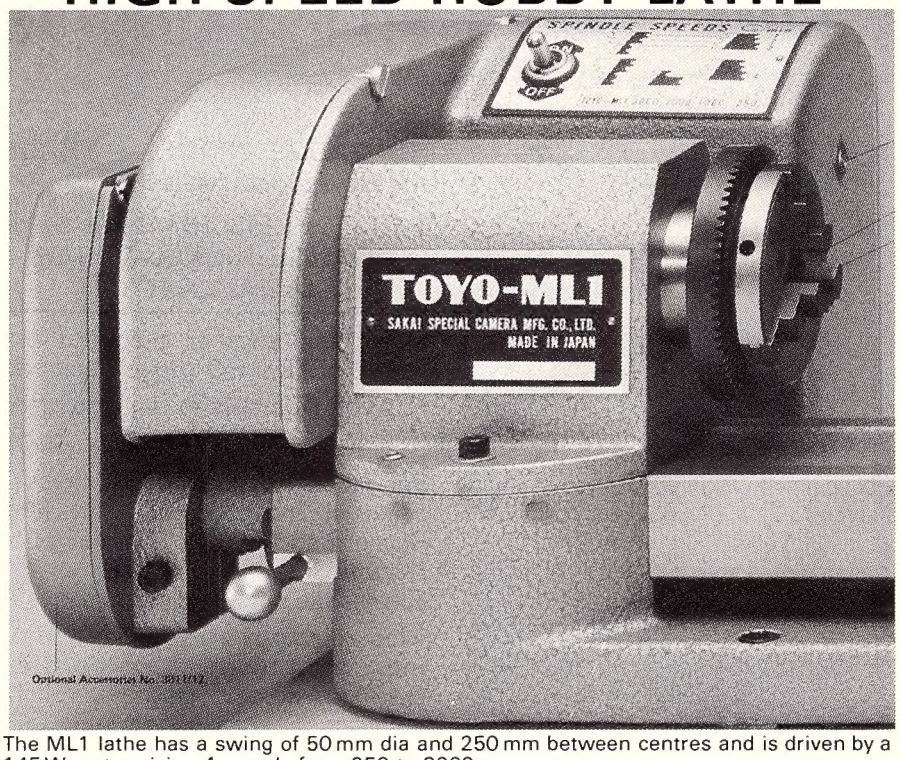

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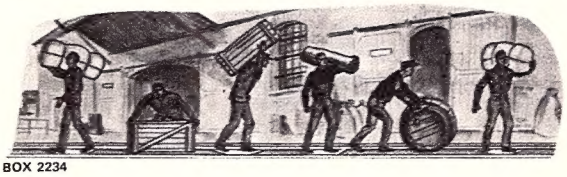
BOX 870

BOX 2197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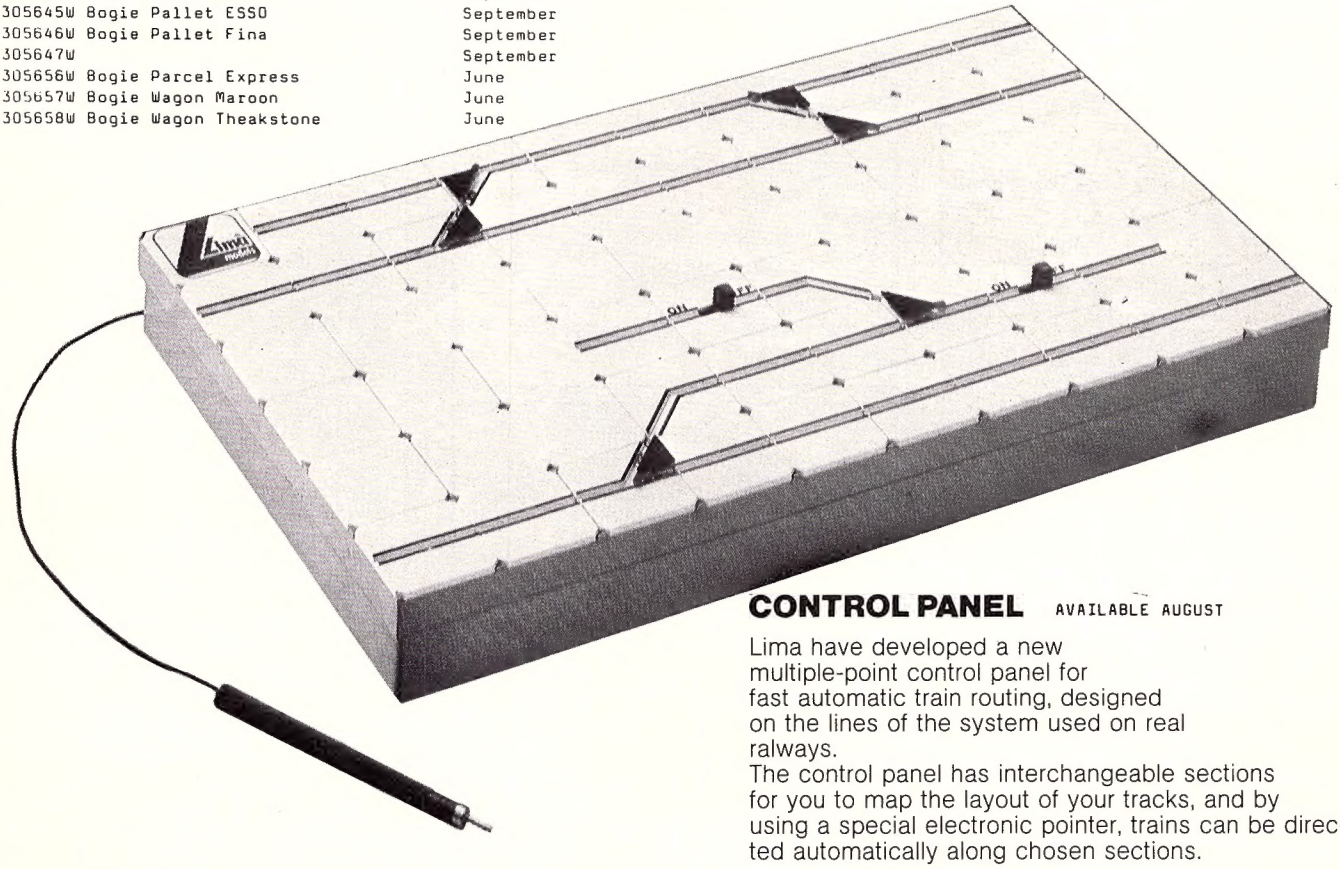
205163W	HST Restaurant Coach	August
205164W	HST Non Powered Trailer	August
205137W	DMU Motor Brake Green	Ex Stock
205146W	DMU Coach	June
205139W	DMU Motor Brake Non Power Green	Ex Stock
205147W	DMU Motor Brake Blue	June
205148W	DMU Coach	September
205149W	DMU Notor Brake Non Powered Blue	Ex Stock
205136W	DMU Motor Brake Blue	Ex Stock
205145W	DMU Coach Blue	June
205138W	DMU Motor Brake Non Power Blue	September
205152W	DMU Motor Brake White	June
205153W	DMU Coach	June
205154W	DMU Motor Brake Non Powered White	June
205125W	Class 87 "City of London" Loco	Ex Stock
205155W	Class 87 "Cock of the North" Loco	September
205141W	Class 50 "Revenge" Loco	September
205142W	Class 50 "Eagle" Loco	September
205114W	Class 33 "Earl Mounthatten" Loco	Ex Stock
205155W	Class 33 "Sultan" Loco	Ex Stock
205132W	GWR Rail Car	Ex Stock
205133W	GWR Railcar Crimson/Cream	Ex Stock
305640W	3 Axle Oil Tank Wagon	September
305650W	Vat 69 Whisky Wagon	September
305651W	Haig Whiskey Wagon	September
305652W	Black and White Whisky Wagon	September
305600W	Bogie Pallet "Fisons"	September
305661W	Bogie Pallet "UKF"	September
305662W	Bogie Pallet BR	September
305645W	Bogie Pallet ESSO	September
305646W	Bogie Pallet Fina	September
305647W		September
305656W	Bogie Parcel Express	June
305657W	Bogie Wagon Maroon	June
305658W	Bogie Wagon Theakstone	June

ENGLISH INTERNATIONAL CATALOGUE (HO Couplings)

		AVAILABLE IN AUSTRALIA
205160	HST Power Car	August
205161	HST First Class Coach	August
205162	HST Second Class Coach	August
205164	HST Non Powered Trailer	August
208049	Aust. Class 44 Series 1 Loco	September
208077	American FP45 Loco Via Livery	September
208134	South African 502 Class Loco	September
309173	2nd Class Australian Old Time	November
303522	Australian GY Wagon	December
303566	German Closed Van	October
303606	Dining Coach Via Livery	September
303607	Sleeping Coach Via Livery	
309071	South African Closed Wagon	October
309072	South African Wagon	October
600062	Stencil for Track Design	September



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NEW CLUB

CROYDON — Victoria. A new group has been formed and is building a HOn2½ scale exhibition layout. Called the Croydon Narrow Gauge Group, meetings are the 1st and 3rd Thursdays at Branchline, 498 Dorset Road, Croydon. 3136. Details Tony Walsham (03) 723-1211.

SOUTHERN CROSS MODEL RAILWAY ASSOCIATION

Secretary: Trevor Moore.
Membership Enquiries: PO Box 317, Epping, NSW 2121.

The Annual Membership Fee for SCMRA is $12 from March to February and the Joining Fee is $10. Applications must be received by the first of the odd month to meet our mailing list deadlines. For applications received between the 2nd September and the 2nd January the annual fee is $6 plus $10 joining fee.

Membership entitles you to participate in the activities of the Association, to receive AMRM and our newsheet Booster Standards, Recommended Practices and Information Sheets covering model railway practice are included in the joining kit together with a vinyl ring binder and are also issued at regular intervals.

For further details write to the secretary or contact the divisional representative.

Meetings are usually organised on the second Saturday on each month in New South Wales, Victoria and Queensland. For further details and location please contact the divisional representative.

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New South Wales:
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322 Elizabeth Drive,
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Ph: (02) 602 3117.

Queensland:
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10 Merlin Tce.,
Kenmore, 4069

Victoria:
Paul Hemsworth,
114 Melrose St.,
North Melbourne, 3051

New South Wales:
August 14: AGM at Mt. Pritchard.
September 11: Meeting and running session at Epping.
October 2, 3, 4: Stand at exhibition at showground.
October 17: Sunday-Family B.B.Q. at Parramatta Park.

Victoria:
August 14: Meeting and running session at Ashwood.
September 11: Meeting at Surrey Hills.

Queensland:
August 14: Meeting and running session at Calamvale.

EXHIBITIONS

CASTLE HILL — N.S.W. July 25, 26 at Community Centre, Old Northern Rd., Castle Hill. Open 9am — 6pm (Sat & Sun). Admission $1.50/50¢ (Family $4). Organised by 4th Castle Hill Scouts and N.W. 'N' Gauge Group.

FRENCHS FOREST —N.S.W. August 7, 8 at Frenchs Forest Primary School, adjacent to Forestway, 'Arndale', shopping centre, Frenchs Forest. Open 9am — 6pm (Sat), 10am — 5pm (Sun). Admission $1.00/50¢. Organised by the North Shore Railway Modellers Association.

SYDNEY — N.S.W. October 2, 3, 4 at the Royal Agricultural Showground, Driver Ave., Moore Park. Open 10am — 8.30pm (Sat), 10am — 6pm (Sun), 10am — 6pm (Mon). Admission $3.00/$1.00. Organised by the N.S.W. Branch of the Australian Model Railway Association.

BOWRAL — N.S.W. October 9, 10 at Bowral Primary School, Boolway St., Bowral. Open 9am-6pm (Sat.), 9am-5pm (Sun.), Admission $1.00/50¢. Organised by the Berrima District Model Railway Club.

GLEN Waverley — Victoria. October 16, 17 at Treseder Hall, Glen Waverley High School, O'Sullivan Road, Glen Waverley. Open 8.30 am-9pm (Sat.), 9am-5pm (Sun.). Admission $1.50/60¢. Organised by the Glen Waverley Model Railway Club. Information (03) 729-7018.

GREYSTANES — N.S.W. October 16, 17 at Greystanes Community Centre, Merrylands Rd., Greystanes. Open 10am — 5pm. Admission Free. Organised by the Holroyd Council.

AMRM

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Australian Model Railway Magazine

COMMENT

Protection of Model Railway Equipment

There is a tendency to think of model railway protection as being merely to keep dust off the layout or to maintain a good paint finish on a locomotive or piece of rolling stock. The limitations of human life and characteristics of human nature, however, dictate the necessity for consideration to be given to other forms of protection. Two circumstances that readily come to mind are 'deceased estates' and 'theft'.

The majority of people, including close relatives of the deceased, would have little or no idea of the value to be applied to model trains or a layout built up over a number of years. In most cases, the collection would be sold, so that it is important for dependants to receive the best possible price. Some items may have value because of workmanship, others because of historic commercial importance; books and magazines also command degrees of substance. This is where an expert on such matters is needed, and there is no better expert than the owner of such equipment or publications.

Obviously, the solution is to provide a listing of hardware and other material within a will. This would enable the modeller to nominate a particular destination where it is intended that a specific society, organisation or individual be the recipient. There is of course the need to periodically update the manifest as new items are bought and old ones deleted.

Against theft, insurance is a topic worthy of consideration — a collection built up over a period of time represents a significant proportion of household expenditure. I won't dwell too much on insurance here, as adequate mention of it has been made in recent issues of this magazine. But I will stress the importance of being able to uniquely identify each article. Another possibility is for contributors of magazine articles to remain anonymous or refrain from advertising the location of a layout or collection in a public sense. This approach has been adopted on occasions overseas.

There are undoubtedly other measures which could be employed. If anyone has some practical ideas which they might like to share with their fellow enthusiasts, we would be most happy to hear from them.

Paul Rogers

CLUB LISTING

In the December 1982 issue, a listing of Model Railway clubs will be printed. All clubs wishing to be included in the listing are invited to send (by 1.10.82) relevant details to:—

Model Railway Club Listing
SCR Publications,
PO Box 235,
MATRAVILLE. 2036

Details required include . . . Club name and address (if applicable), meeting days and times, secretary's name and address and club specialty.

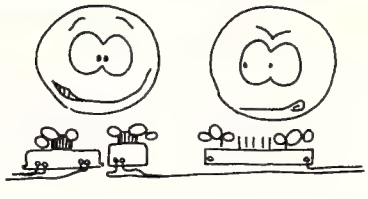
CONTENTS

PAGE TWELVE	Graham Ball	12
A MODELLING HOLIDAY	Bob Gallagher	13
PROGRESS WITH PROSPECT	Bob Gallagher	19
ST. MARYS — Tasmania	Michael Dix	20
PROTOTYPE PLAN: NSWR 'MLV' Louvre Van	Paul Rogers and Roger Porter	24
BUILDING AUSTRALIAN ROLLING STOCK: NSWR 'K' and 'U' Wagon	Garry Kahler	27
NON-ISO CONTAINERS: MacRobertson's Superfine Liquid Chocolate	Phil Jeffery	28
THE 'T' CLASS 4-8-0 Part 2	Phil Curnow	30
AUSTRALIAN RAILWAY SIGNALLING: Mechanical Signalling . . . Single Lines — 2	Arthur Perry	34
AMRM NEWS		35
MAILBAG		36
REVIEWS		38

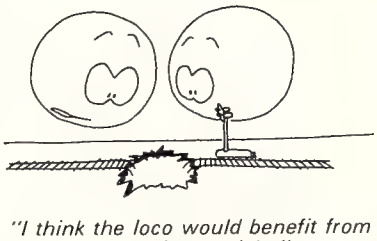
There is little doubt that narrow gauge railways have a charm of their own. Not only is the scenery the railways pass through majestic (causing the use of inexpensive narrow gauge) but the rolling stock have a characteristic dilapidated appearance of their own. Narrow gauge modellers aim for this appearance as can be seen by the two models above, photographed on the scenery module at the Prospect Model Railway Exhibition (1982). The loco is a Westside built model of a Denver and Rio Grande Western C16 and the van a stock van kit. Both have been altered to gain their current appearance by Malcolm Furlow, of Texas, U.S.A.

Further details of the Prospect Model Railway Exhibition can be seen on page 19 of this issue. Photograph by Bob Gallagher.

ON THE COVER: *A busy moment at Bentmore. 'J535' hauls a mixed freight into the station complex while 'S303' awaits the road to progress onward. Bentmore is a ficticious station between Melbourne and Albury that is the domain for 'O' gauge models. Harry Bender, the photographer, is also the model builder.*

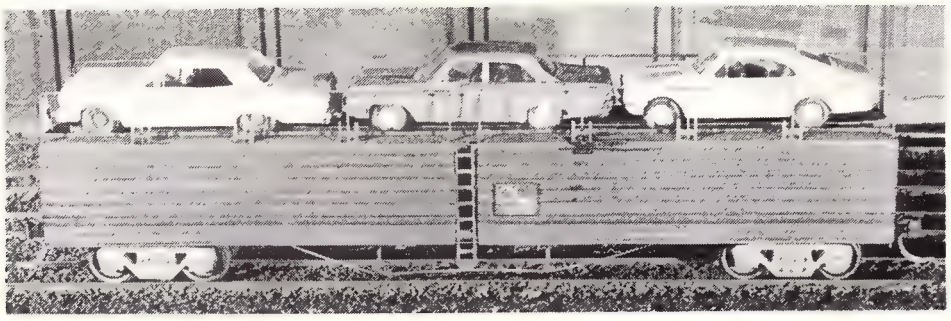


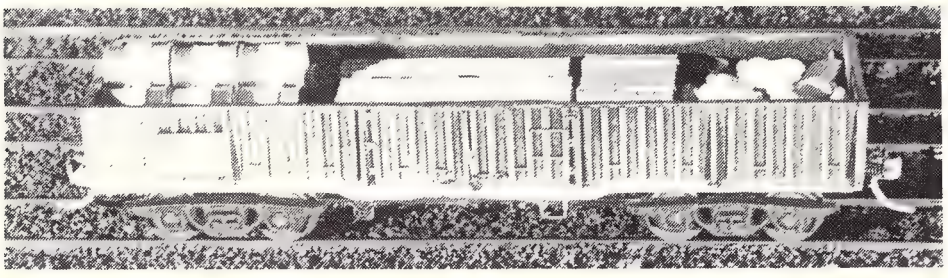
"MUST you whisper 'choo choo choo'?"

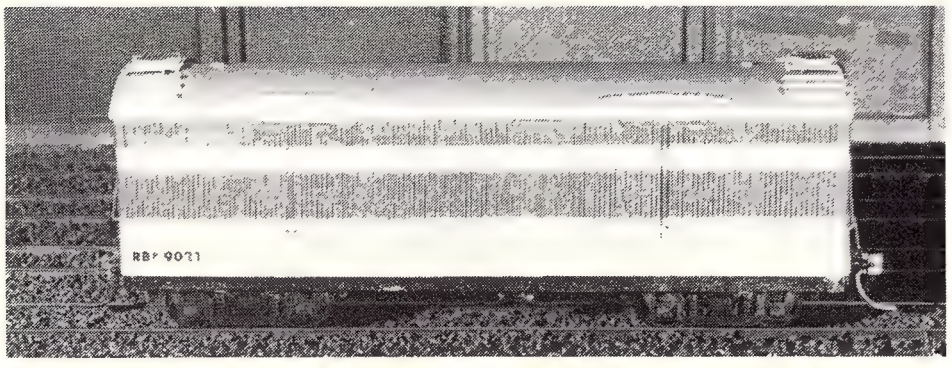


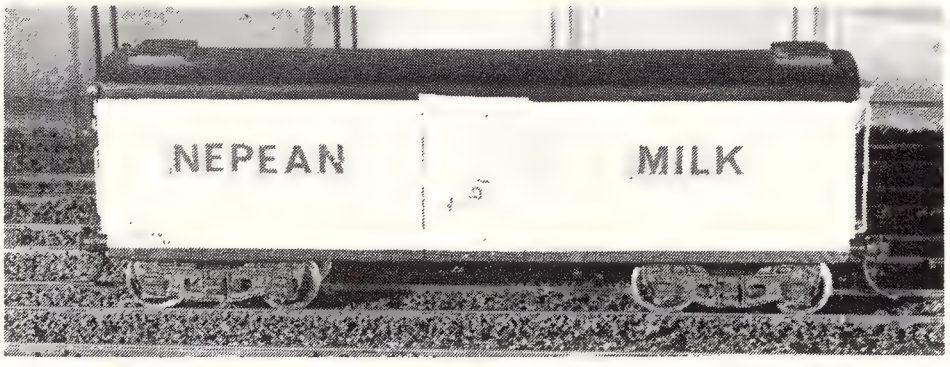
"I think the loco would benefit from a little less weight."

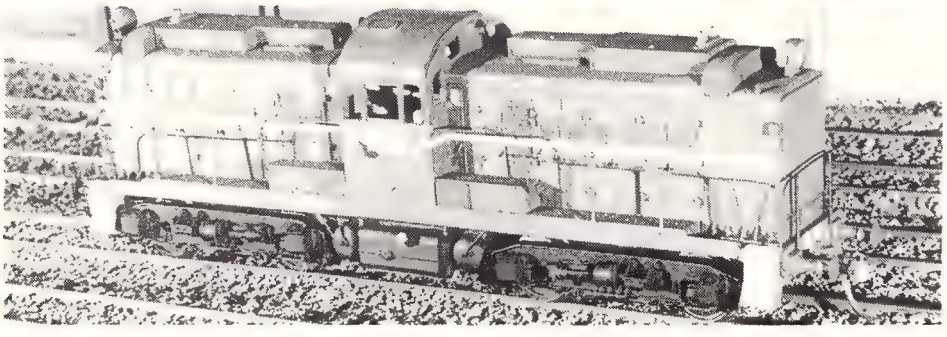
PAGE TWELVE

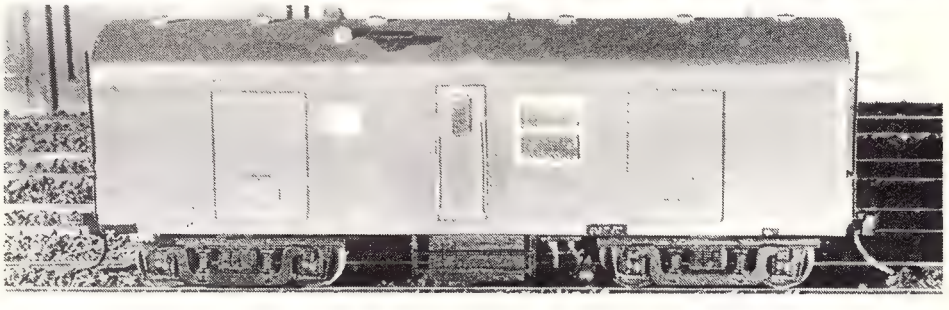












by Graham Ball

The first PAGE TWELVE, which will feature photographs and descriptions of models, is supplied by resident AMRM photographer Graham Ball. Most of these models have been built over ten years ago when the access to good material and correct bogies was not so easy. All models are HO scale.

The top photo illustrates a NSWR BKF car carrier, that was built from styrene. The curved sides were formed by laminating two sections of styrene together and sanding to shape. Bogies are Roundhouse and lettering came off a Protype decal sheet. The cars on top are Wiking brand.

The NSWR BD wagon was built from styrene before styrene microstrip became available. Each strip has been cut and fixed in place to form the square corrugations. PMH bogies were used as well as Kades couplers. The wagon was sprayed and lettered and a coat of clear was sprayed onto the model on a wet day. Unfortunately (fortunately) this coat crazed and turned a whitish grey which created the weathering effect. The load is bits and pieces from kits including Faller drums.

The SAR RBP was built from Northeastern timber siding using plans from Buffer Stop (the SARMA journal) as a guide. The idea and construction method used to build the van came from a Bill Coles' kit. It is fitted with Athearn 'Express Reefer' bogies and it is painted silver with a blue stripe and grey roof for use with the Bluebird railcars.

The MRC van was built using Northeastern scribed timber on a millimeter ply base. Protype bogies were used, the door clasp fabricated from wire and the hinges punched out of shim brass. The 'Nepean Milk' sign was made up from red transfers (obtained from the aircraft section of Hobbyco) and shadowed by a blue biro pen.

4104 was a Workshop Five Models kit, the extended radiators version. It was made up as per instructions except that thinner brass wire was used for the handrails. It has been painted up in the red (Indian red) livery as used in the late 1960's.

8311 was built from styrene long before Lima took interest in Australian models. It was painted the normal (for then) South Australian Railways livery and fitted with Playcraft bogies.

PROTOTYPE PLAN & PHOTO INDEX

An index of prototype plans and photographs that have appeared in A.M.R.M. issues 1-111 is available from S.C.M.R.A., P.O. Box 317, EPPING, 2121. Please send two 27 cent stamps to cover cost of index and return postage and envelope. Please print name clearly.

A MODELLING HOLIDAY

Why not combine annual leave with a spot of model railroading? As reported by Bob Gallagher.

If your interest is in model railways (and prototype railways) and sightseeing there could be no better way than to attend a model railway convention in a scenic country. New Zealand is one such country, no more than 2000 miles from Australia, that caters for the modeller, the railfan and more importantly the tourist. With a little planning it is possible to combine all three.

Every second year, over the Easter weekend, the New Zealand railway modellers hold their national convention. The venue alternates between major centres and generally is organised so that it is possible for the modeller and his non modelling partner to attend, yet each have their varying interests catered for.

Travel brochures alone are but a guide to the beauty of the country of New Zealand, especially for Australians. The variety of scenery and the scenic wonders that abound in this rather small country are reason enough alone to travel over the 2000 odd miles to see New Zealand.

The trip can be highlighted by adding the convention to the agenda where one can speak with and mix with other model railroaders.

The Convention

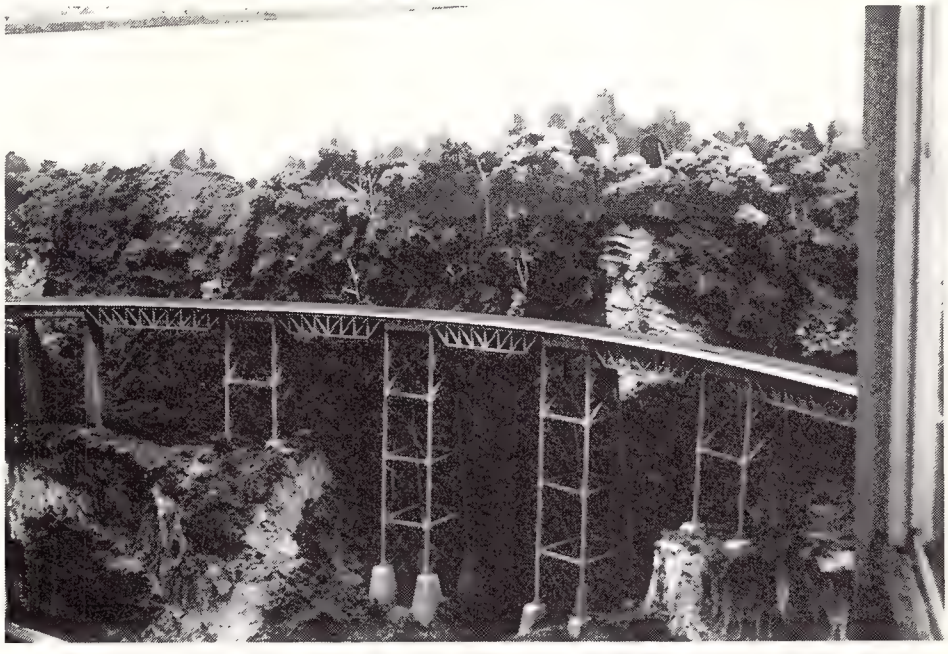
The 1982 convention, called the 'Grand Central Convention', was held at Palmerston North in early April. The proceedings were organised by the local modellers under the chairmanship of Charles Harris. The brief description that follows illustrates just some of the highlights of the weekend.

The convention starts with the registration of the guests, on either the Thursday evening or the Friday morning. The bundle of 'goodies' received included the convention itinerary, and here it was necessary to sit down and pick out all the activities one wanted to attend or see and then book into the selected layout tours. At the time of registration, models for the various competitions were placed into the care of the organiser.

The Friday morning was set aside to view and participate in general activities in the main hall. These activities were very much like the commercial side of an Australian exhibition, where the various trade outlets, manufacturers, booksellers, historical groups and the odd second hand dealers set up their stands offering their goods for sale. Also scattered around the hall were static exhibits of models (from different countries, and of varying scales) and a few operating layouts. Off to one side was the competition room and elsewhere was the 'silent auction' room.

This hall was virtually open for all of the convention, and except for a period on the Saturday (where the hall was open to the public) entrance was restricted to the conventioneers. Inside the hall most of the New Zealand model railway manufacturing industry was represented including Rojo Kits, Railmaster and Junction Kitsets (all NZR Sn3½ manufacturers), North Yard, and Easyway (known in Australia as F & G). Christchurch Model

Mt. Ruapehu as seen from the Silver Fern railcar. The scenic wonders of New Zealand can be seen here as the snow of winter is visible on this constantly snow covered 2,797 metre high mountain.

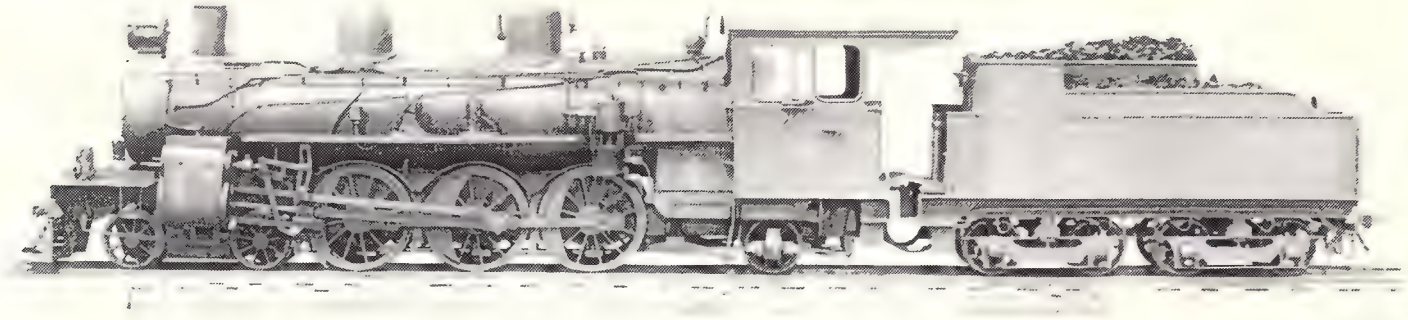


Viaducts are used in New Zealand to bridge the many valleys the railways pass over. It is possible when travelling by train to photograph the viaduct the train has just passed over. The above photo illustrates the style of viaduct used on the NZR but in this instance the viaduct is a model on the Sn3½ scale display layout in MoTaT (Museum of Transport and Technology) in Auckland, built by the 3/16th NZR Rail Fans, Auckland District.

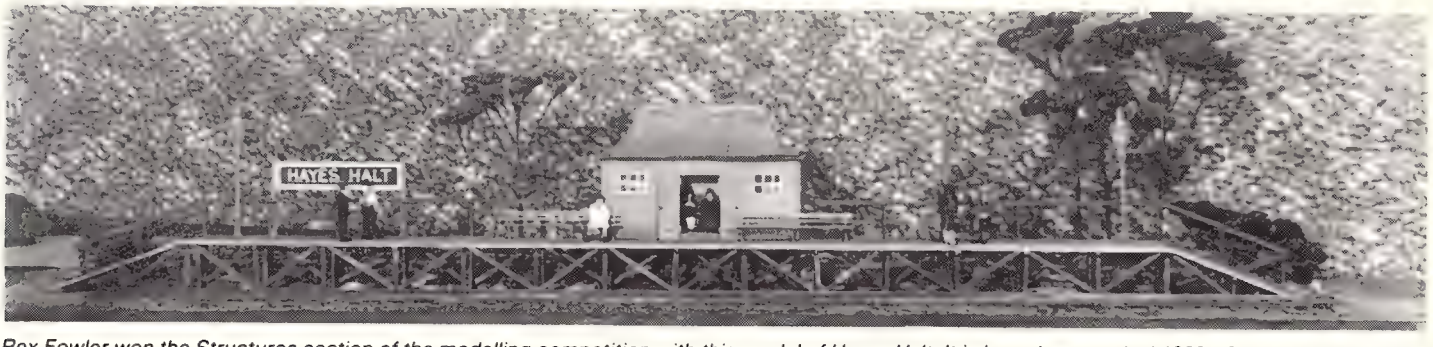
The beauty of New Zealand scenery can be seen in this train scene. The mountains in the background are partly covered in snow. Railway wise a lashup of Dj 3401 in pink and Dg 2376 in red head a coal train toward the East Coast port. The photo was taken at Sheffield in April 1982. A number of the Dj class have been painted yellow, grey and royal blue, the latter colour being applied to the sides of the long hood.

New Zealand railways required a number of bridges and viaducts to traverse the rough terrain. The Ormondville viaduct is just one of these impressive structures. Es Davies photo.

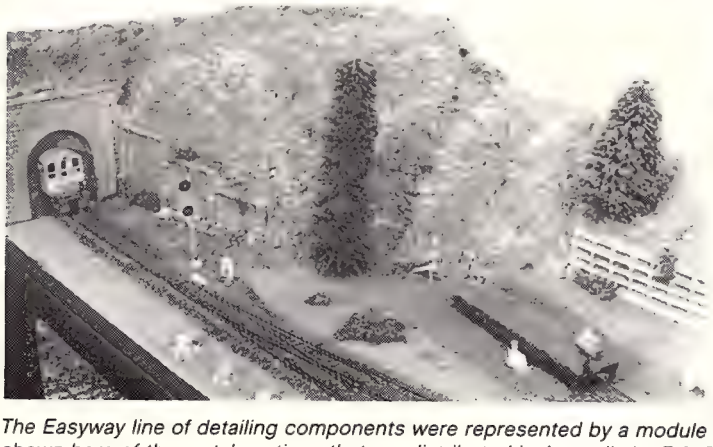
Manawatu Gorge. River in the centre, rail track on the left bank and the road on the right bank. Note how the road has been built up on stilts from the river bank. Es Davies photo.



At the convention the locomotive section of the Master Modellers Category was won by Terry Bradley with this 9mm scale model of the NZR 'A' class. This photo is an indication why 9mm scale is definitely a 'modellers' scale for NZR modellers.

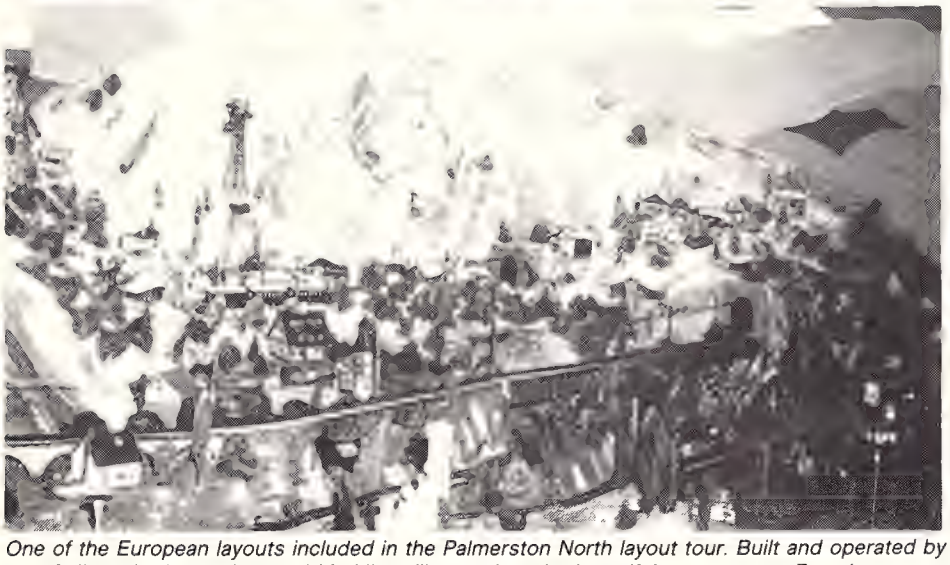


Rex Fowler won the Structures section of the modelling competition with this model of Hayes Halt. It is based on a typical 1930s Great Western Railway halt. The figures, lamps and seats were purchased but the remainder scratch built. (The unusual backdrop is the carpet on the wall.) The halt is designed to be used on a P4 layout base on South Wales in the mid 1930s. A track gauge of 18.83 is being used.



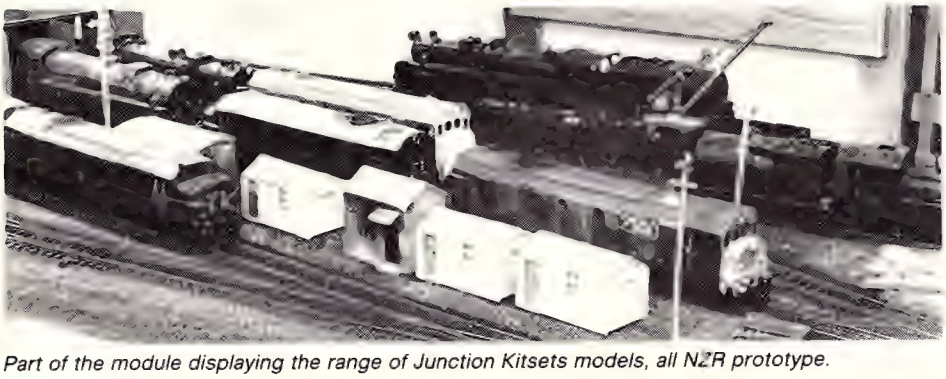
The Easyway line of detailing components were represented by a module which displayed each part item as part of a scene. Two views are shown here of the metal castings that are distributed in Australia by F & G.

This scene of Urenui-North End by Peter Hodge won second prize in the scene section of the modelling competition.



One of the European layouts included in the Palmerston North layout tour. Built and operated by Lee Collett, the layout featured Marklin rollingstock and a beautiful snow scene. Dry plaster was used for the snow.

The town square scene on John de Wiele's HO scale European layout. Featuring Marklin rolling stock and Zero One control the highlight of the layout was the realistic use of the detailing items.



Part of the module displaying the range of Junction Kitsets models, all NZR prototype.

Centre and the Hobby Den (Auckland) represented the hobby shops, while booksellers included Miller Transportation Books, Southern Press and the New Zealand Railway and Locomotive Society.

The static displays and layouts included some unusual and very well made models, including tinplate 'Hornby', Japanese 'N' scale, N.Z.R. models in Sn3½ scale and 9mm scale and a Ugandan (Sn3½) loco and carriages. The layout that stood out from all others was the 'N' Track display by the Wainuiomata Model Railway Club, a Wellington based group.

When joined together, these N-Track modules made up a very impressive display. Every section was highly detailed and sceniced, and was fitted with a backdrop that not only hid the operators but also enhanced the overall scene. The quality of the scenery would excell most other N scale layouts and equal, if not beat, most HO layouts seen on the Australian exhibition scene. This layout and some of the models on display will feature in future issues of AMRM.

The competition hall was not opened for viewing until the Sunday afternoon, but when it was, an array of very fine models was revealed. Photographs included in this article record some of the models, and an award list is also included.

On the Friday afternoon, where it was possible to obtain transport and a booking, the activity was "layout visiting". There was a choice of either Palmerston North or Feilding (19km away), and in this instance the Palmerston North visit was selected.

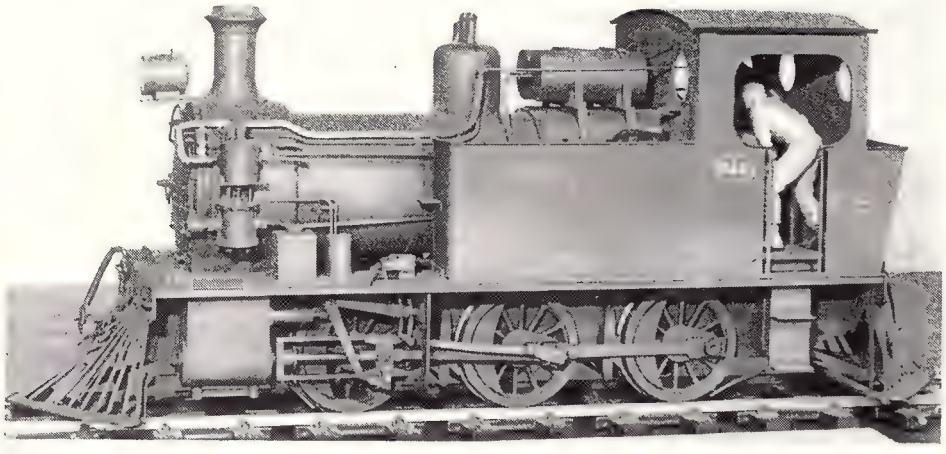
The 7 layouts were visited in an organised way whereby each car was given a specific time and sequence to follow. As it was a bitterly cold day it was pointless being early, for it was too cold to try and wait outside a layout room in the hope that the previous group would depart early.

Included in the layout tour was an American (HO) layout, a NZR (Sn3½) layout, two British style (00) layouts and three Continental (HO) layouts. Although all were fine displays, the most memorable layouts were the European (Marklin) layouts which, although having the usual (and often overdone) lighting display on everything, had some very detailed and realistic scenery.

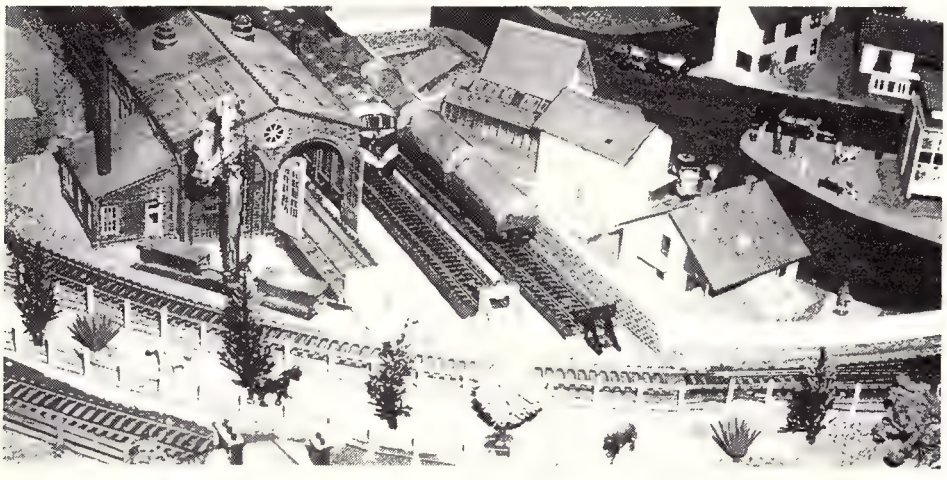
In two instances the layouts had been built and recently finished for the convention, one being completely built and detailed since Xmas. Hopefully, photographs of some of these layouts will appear in this and future issues. The lesson these layouts have to teach us all is that most of the high quality detail many modellers spend hours making can be obtained from shops by all modellers and, with a little care, realistically added to the layout.

The Friday evening was set aside for clinics, and the problem was that it was only possible to attend two, with 6 to pick from. Subjects covered included electronics in model railways (command control), diesel kitbashing, bridges, photoengraving, making point motors, label

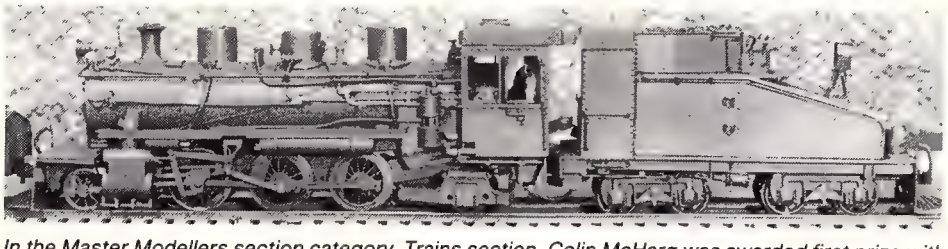
At the convention the Wainuiomata Model Railway Club displayed a superb N scale layout that utilised the N-Trak modular system. This photo illustrates a loco shed scene that was based on the loco facilities at Paekakariki, the end of the Wellington electric system. This well detailed module, which was built by Ron Marsh, was a prize winner at the last (Christchurch) convention.



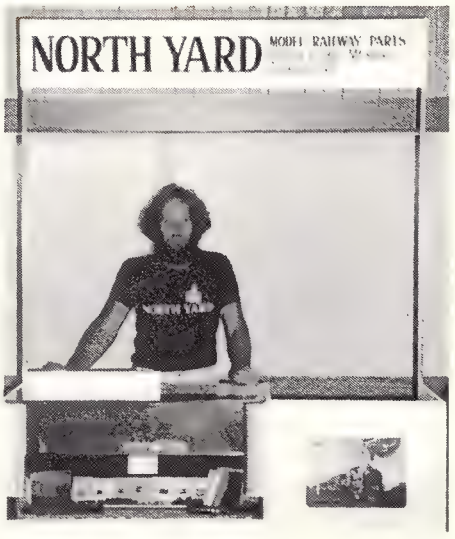
The Open locomotive class in the modelling competition was won by Terry Bradley with this 9mm scale model of NZR 'Y' class No.542.



This scene is of Brian Milne's Sn3½ scale layout which is based on NZR practice.



In the Master Modellers section category, Trains section, Colin McHarg was awarded first prize with a NZR 'C' class loco and short shunt consist. C 851 was scratchbuilt to Sn3½ scale (3/16") using photoetched aluminium components. The finish of the loco was typical of the complete train.



North Yard were represented at the convention with a display of their range of model railway parts, including wheels and Sagami motors.

making and building animals for stock wagons.

The clinics attended at this session, and again on the Sunday morning, proved very interesting and informative. In fact there could have been a third session to let conventioners attend a few more clinics.

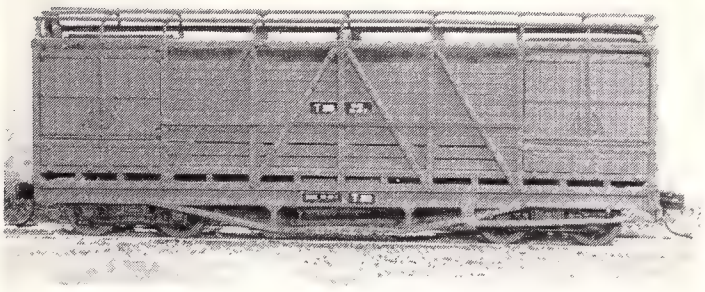
There were also films of varying subjects, and the use of the video media was well justified. A feature of this activity was the Marklin film, where we were treated to an interesting tour of the factory and being shown the procedures for assembling a loco.

The Saturday was set aside for tours, there being a choice of three. Most had been fully booked out prior to the start of the convention. One tour was to Dannevirke where the local model railway club was to host us for the day. To get to Dannevirke it was necessary to travel through the Manawatu Gorge, through which passes the Manawatu River, the road on one edge and the railway line on the other. Both the railway line (which also passes through many short tunnels) and the road are supported off the steep walls with concrete beams and bridges. In itself the Manawatu Gorge was a very scenic place and would be a tremendous basis for an exhibition layout.

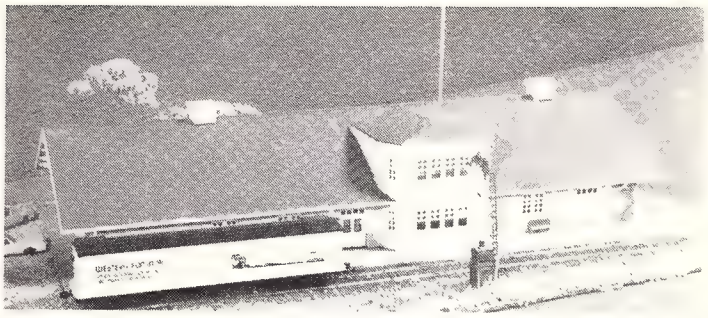
At Dannevirke, participants had the choice of layout tours, prototype tours, local scenery tours or a visit to the local railway yard (the local hostelries were close by). As the day was divided into two segments, broken by a delightful meal put on by the Dannevirke Model Railway Club, it was possible to partake in at least two of the activities.

When not being involved in any of the activities there was plenty to hold one's interest at the main centre where there were a number of operating layouts, including a very fine HOn2½ European layout and a well sceniced Z scale layout. The prototype tour took in the Ormondville railway yards and viaduct. If there is something New Zealand can do better than anyone else it is building bridges and viaducts. Some are so high it is frightening to look down when travelling over them. The trip was finished off with a visit to the Norsewood knitting mill where it was possible to purchase that jumper that was left at home. New Zealand can be cold in April!

The Saturday evening was designated for special interest meets and here all interests were catered for, including British prototype, New Zealand prototype and Marklin modellers. Here modellers who have not had contact with others of similar interest had the opportunity to discuss problems and help others overcome theirs. The end of the day was finished up with



Rojo Models released a number of new NZR Sn3½ scale kits at the convention including a model of the 'T' bogie cattle van. Polyester resin is the main material used.



A model of the (now being built) NMRA headquarters and a San Mateo convention van on display at the convention. The building is a plastic kit that has been produced to help finance the cost of building the home of the National Model Rail Association in Chatanooga, Tennessee. The kit is available in both HO and N scale.

a short drink session.

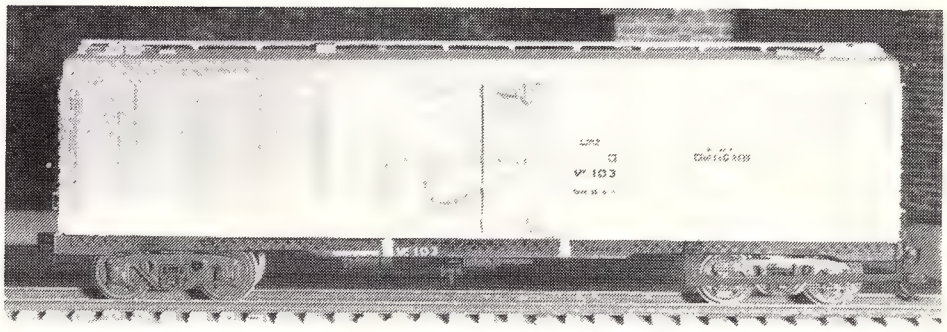
Sunday morning was set aside for more clinics, again it was only possible to attend two out of six. It was also possible to partake further in the silent auction, or duck off and see one of the layouts again (for the modellers involved were only too keen to display their craftsmanship).

The afternoon was set aside for a visit to the railway depot, or further participation in layout visits. The railway depot was chosen as the activity and it proved to be a good informative afternoon. Although being Easter Sunday the place was inactive, but there was plenty to see. The yard was filled with mainline, branchline and shunting locos including Dx, Da, Dc, Dbr and Dsc class locos. As some of the Da's were in original livery it was possible to observe the changing shape and livery of the NZR, of which an Australian company (Clyde Eng.) has been involved.

Highlight of the afternoon, however, was the cab ride in a newly modified Dbr class loco. Modified in Australia by Clyde this ex Db class loco was given a new cab and (GE style) short nose and, as well as other mechanical modifications, also outshopped in a new attractive livery. Dbr 1213, its cab crammed with bodies, took us on a short run through the centre of the Palmerston North railway yard. Inside the loco shed there was a very informative tour being conducted where a well informed loco driver showed us over a loco (in this case a Dx), describing the function of each component on the 2750HP (2050Kw) General Electric built monster of rails.

It was also possible to participate in the 'silent auction'. This rather unique procedure commenced on the first day of the convention and was finalised on the last day. Instead of the usual hectic bidding (or non participation) at an auction, each item (all of which were neatly displayed in a large room) had a card upon which the various bids were entered by the interested parties. The highest bidder over the set reserve won the right to purchase the model.

The Sunday evening was set aside for the Convention Dinner. Commencing at 6pm for cocktails a very delightful evening was had by all, the food being supplied buffet style. During the course of the evening the various awards were handed out and David Reddick gave a delightful rendition of Claudia Rains, a story of a railway modeller. The evening was very enjoyable and some of this could be attributed to the MC Merv Smith, a radio announcer in Auckland, who had the personality to make all feel welcome and make the evening flow without a hitch.



Colin McHarg won the Freight Rolling Stock section of the Master Modellers Category with this Sn3½ scale model of a Vr. A refrigerated van (similar to the NSWR 'TRC'). This model was built from photoetched aluminium parts. The aluminium was then stuck onto a timber base and the underframe added. A black and white photo cannot do justice to this detailed model which was realistically weathered, especially along the rivet lines.

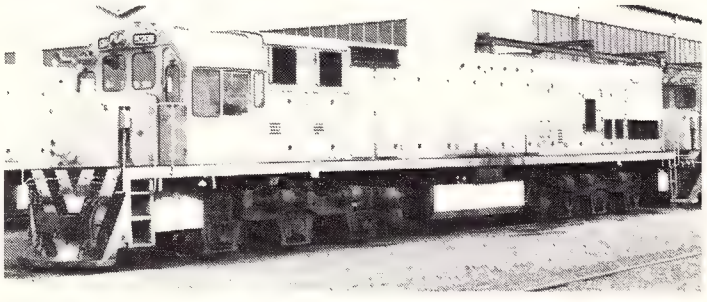
New suburban electric rolling stock for the Wellington system. The two car Hungarian built sets have been delivered to New Zealand as a completed unit. At the time the photograph was taken the units were still being tested.

Monday saw the completion of the weekend, with many partings and the disheartening procedure of packing up. There was little doubt that all enjoyed themselves and looked forward to the next convention where acquaintances could be renewed.

For Australians the convention was an eye-opener. Palmerston North is a city of 60,000 people and the small number of modellers living in the area were able to organise a convention and host over 350 modellers for four days. No doubt the clean motels and delightful cafes and restaurants made the eating and sleeping time (as restricted as it was) very comfortable. The shame of it all (for Australians) is that we are unable to get the interest of modellers to attend or organise a similar sized, regular function.

Part of the reasoning for this is no doubt that the New Zealand railway modeller is better organised. The convention is sponsored by the New Zealand Association of Model Railway Clubs Inc. and, although there must be some disagreements between them, they work for a common aim, without any financial inducement. Another aspect that was obvious is that ALL railway modellers are involved, including the tin plater, the proprietry modeller and the fine scale modeller. While there was some

Dbr 1213, recently outshopped with a new cab and short nose, and in a new yellow, grey and red livery.



Dx 5258 resting at Palmerston North loco. The attractive orange and yellow livery is limited to the largest class of diesel loco on the NZR.

Only N scale has the scope of such overpowering scenery. The scene shows an Atlas 2-8-2 mikado painted Grand trunk Western hauling (Lima) Santa Fe coaches around the corner module of the Wainuiomata Model Railway Club layout. This scene will feature in a future AMRM article.

COMPETITION RESULTS

LOCOMOTIVES
Open: Terry Bradley, NZR 'Y' class No.542.
Introductory: Robert Burgess, Santa Fe U36c No.8731.

PASSENGER ROLLING STOCK
Open: Fred Lee, GNR Articulated Restaurant car.

FREIGHT ROLLING STOCK
Open: Warren Stirling, NZR 'P' class hopper.
Introductory: Russell Smith, NZR 'Z' class van.

TRAINS
Open: John Robinson, Early NZR mixed train.
Introductory: W (Bill) Arnold, NZR steam hauled freight.

BRIDGES & VIADUCTS
Open: Neil Crooks, Steel Arched double track bridge.
Introductory: Ian Ashton, Steel Arched bridge.

STRUCTURES
Open and Introductory: Rex Fowler, Hayes Halt — GWR station.

SCENES
Open and Introductory: Jim Pemberton, Backwoods engine house.

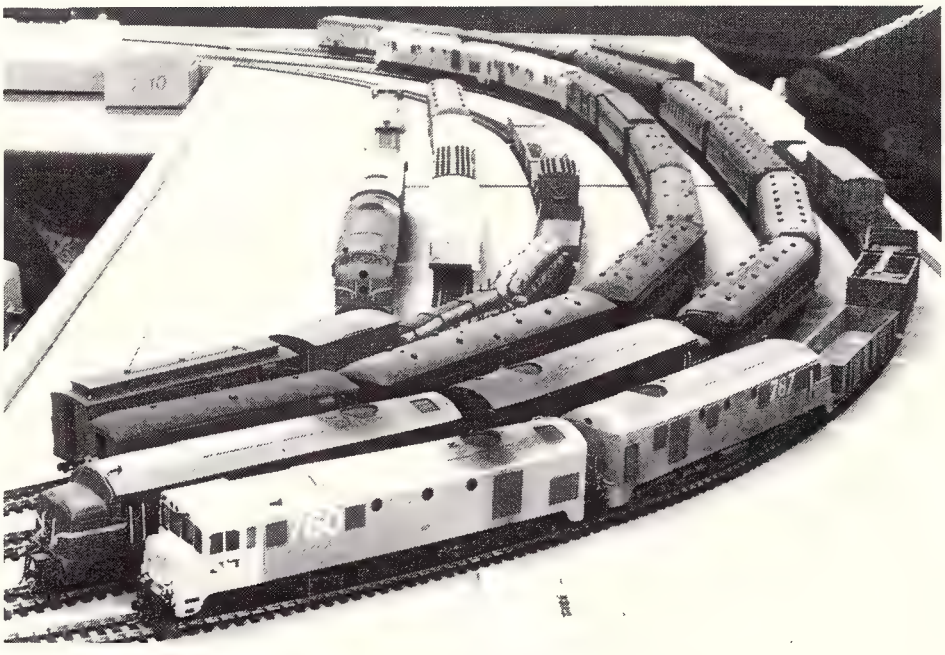
TAPE SLIDE SETS
Open and Introductory: John Bovis, The Prototype Way.

PHOTOGRAPHY SLIDES
Open: Terry Bradley, Motor train at Kamo.

PHOTOGRAPHY PRINTS
Open: David Low, Wheel Tracks — Bakewell yard 1906.

MASTER MODELLERS CATEGORIES
LOCOMOTIVES: Terry Bradley, NZR 'A' class locomotive.
FREIGHT ROLLING STOCK: Colin McHarg, NZR 'Vr' class van.
TRAINS: Colin McHarg, NZR 'C' class locomotive and shunt.

AWARDS
NZMR Guild Cup: Terry Bradley, NZR 'Y' class No.542.
SCALECRAFT Trophy: Warren Stirling, NZR 'P' class No.27 hopper.
AUCKLAND AMERICAN MODELLERS GROUP Trophy: Jim Pemberton, Backwoods enginehouse.
BRITISH RAILWAY MODELLERS AWARD: Rex Fowler, Hayes Halt.
BOB STEVENS MEMORIAL TROPHY (for entrants under 18yrs): Neil Crooks, Double track steel arched bridge.
W.W. STEWART MEMORIAL TROPHY (for best 3/16th scale NZR model): Wayne Morris.
W.C. CUNNINGHAM MEMORIAL AWARD: (For best 3/16th scale NZR rolling stock): Peter Ross, Ua and Gasholder wagon.
STOKER MODEL CENTRE NZAMRC BI-ANNUAL Award: Jim Pemberton, Backwoods engine house.



The range of NZR Sn3½ scale kits, by Railmaster, is displayed here in made up form.

parochialism so shown in (jesting) Bull Sessions, they obviously got on with each other and enjoyed each other's interest. Why cannot this happen in Australia?

Prototype Scene

Like the Australian railway industry, the New Zealand railway system is being modernised and updated, but unlike Australia NZR are giving their locomotive fleet a new look. The old drab red livery is being replaced with (generally) a three tone colour scheme. The ends are yellow (for safety) the cab sides and roof grey, and the sides a pleasant shade of red (or in the case of the Dj class, royal blue). The Dx class is still the attractive yellow and orange.

Some locos are being fitted with new motors as well as new cabs and leading hoods. The passenger fleet has its own livery, in most cases a special livery for a specific train. Despite the inroad of the bus into NZR there is still a number of passenger trains, mostly loco hauled.

For the rail enthusiast NZR has a lot to offer. Auckland has had a diesel hauled suburban fleet, and a few delightful hours can be spent overlooking Auckland yard in the morning. The speed of the shunting loco has to be seen to be believed. The Main Trunk running between Auckland and Wellington is almost as busy as the Short North in New South Wales, except there is (at present) no unattractive electrics in service on the Main Trunk.

The rail journey between Auckland and Wellington is, in itself, a scenic delight. The comfortable 'Silver Fern' railcars may take a full day to make the trip, but the speed of the train allows the scenery to be fully appreciated, especially the Raurimu spiral, Mount Ruapehu and the numerous viaducts highlighted by the new North and South Rangitikei concrete built viaducts over the Rangitikei River.

The main line is generally worked by Dx class locos, but it is not unusual to see lashups of the Dc class in service. Wellington is serviced by an electric suburban system that is at present being updated with Hungarian built electric two car sets that carry a yellow, green and cream livery. Running between North and South Islands is a NZR run ferry service, pow-

ered by diesels similar to those in the Dg class locos. The trip up the Queen Charlotta Sound is well worth the four hour trip. And it wasn't all that rough!

The South Island is totally different, both scenically and railway wise, to the North. Generally the classes of locos in service in the South are restricted to the South. Here there are rebuilds where the (ugly) Dg class has been given a new nose and livery. Christchurch has no suburban service, but the variety of trains is still evident. One attractive trip is from Christchurch to Greymouth, there being two services a day. Nicknamed the 'Grass Grub' no doubt due to the fact that the passenger cars are ex-Fiat articulated railcars painted green and now loco hauled. This train passes through some very attractive scenery, including Arthurs Pass and the Otira tunnel. This tunnel is over 5 miles long and on a 1 in 33 grade dropping to the West. Generally all trains are worked through the tunnel by a lashup of three Eo class electric locos, although the 'Grass Grub' does not change its Dj class (diesel) loco to pass through the tunnel.

New Zealand is scattered with numerous museums and working steam railways, most using ex NZR steamers. A well organised tour could take in at least a few of these interesting sites.

Touring

New Zealand is well geared for the tourist and the Islands offer tours by coach, car, train or boat. The motels are set up for either overnight or a prolonged stay, and there are cooking facilities in most units. The New Zealand Tourist Bureau in capital cities is well geared to not only organise a detailed trip but to finalise bookings for accommodation and travel and allow the tourist to pay for it before departing Australia. For those keen on rail travel, where it is possible to nearly cover the both islands, NZR offers a 14 day rail pass.

Other Activities

One of the delightful activities model railroaders can participate in is visiting model railway clubs and home layouts. Here the convention is very helpful for it allows for acquaintances to be made and provides for the possibility of obtaining home layout visits. New Zealanders do not waste materials and many use local vegetation for scenery.

Next Convention

The next convention, to be held over Easter 1984, is destined to be held at Hamilton, 127km south of Auckland. A centre of 88,000 inhabitants, it is also a major railway junction and the site for the 30 hectare Te Rapa railway marshalling yard.

A little forward planning would allow for a combined sightseeing tour and convention visit. This is quite possible, for Auckland is the starting point for many tours, and Hamilton is not far from Auckland, only 2 hours by train.

Maybe an enterprising tourist centre in Australia will organise a tour where individuals can attend as a group and then see some of the New Zealand countryside.

Model Railways *is* fun. The 1982 convention at Palmerston North proved this, and as regular conventioners confirmed that all other conventions have been as good as the latest one it is a sure bet that future New Zealand conventions will be good.

(AMRM will advise readers of the 1984 convention schedule and reservation postal address as soon as possible to allow future planning. Editor)

Unless otherwise mentioned all photographs were taken by Bob Gallagher.

PROGRESS WITH PROSPECT

A feature of the 1982 Prospect Model Railway Exhibition, held at Blacktown (N.S.W) on the (June) Queen's Birthday Weekend was a scenery clinic. While scenery clinics are often seen at model railway exhibitions, this one (six actually) was a little unusual in that the clinic was given by a visitor to Australia, and with the latest American scenery technique being described.

There is no secret that noted American scenery wizard and prolific author, Malcolm Furlow from Texas, U.S.A., came to Australia especially to conduct the clinics for the Prospect Model Railway Club. Malcolm also used the 9 days in Sydney to visit and photograph numerous layouts for Model Railroader magazine.

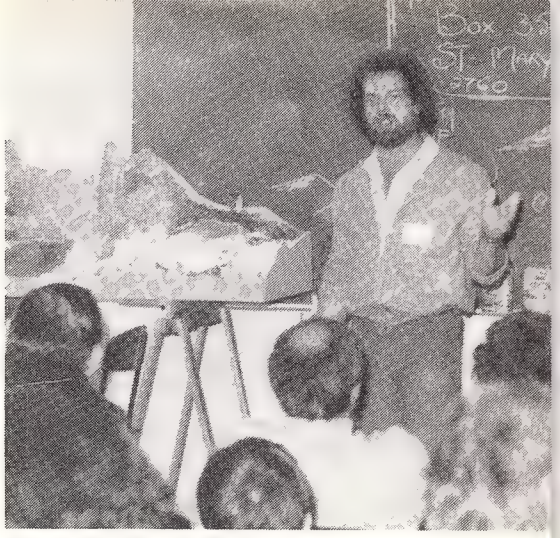
Malcolm was accompanied in Australia by a few associates who also helped him with the clinics, in some instances adding some light relief to the hour.

The clinic was professionally presented and entertaining, as well as very informative. It only lasted for an hour, but the impression will live on for those who were fortunate enough to attend.

The clinic opened with a tape-slide display that described, in detail, the type of scenery and terrain being reproduced in model form. The scenery was the Colorado Rockies, the narrator was C. W. McCall a noted Country and Western singer and the background music was very dramatic. It was so effective that it was hard at times to believe we were only watching slides in a cramped school hall.

This was followed by a collection of slides from Malcolm's Denver and Rio Chama Western layout and some from the famed Gore and Dabhetid layout that was built by the late John Allen. Aspects of these layouts were described in detail, supplying the clinic attenders various hints for the future.

This was followed by a physical demonstration of scenery making on a module using Australian materials. While the new styrafoam and the polyurethane foam method was described and detailed (giving local modellers suggestions for the future), the clinic was contained to the hard shell scenery and rock casting method of building scenery. An added component was the painting and detailing of the plaster base.



Scenery wizard extraordinare, Malcolm Furlow presenting the final clinic.

While both these methods have been covered in detail in Model Railroader and Bill McClanahan's 'Scenery for Model Railroaders' (Kalmbach publication), Malcolm was able to make it all look a lot easier than it appears in print. The deftness of his dry brush application of scenery highlighting was enough to encourage even the committed scenery maker to try this method.

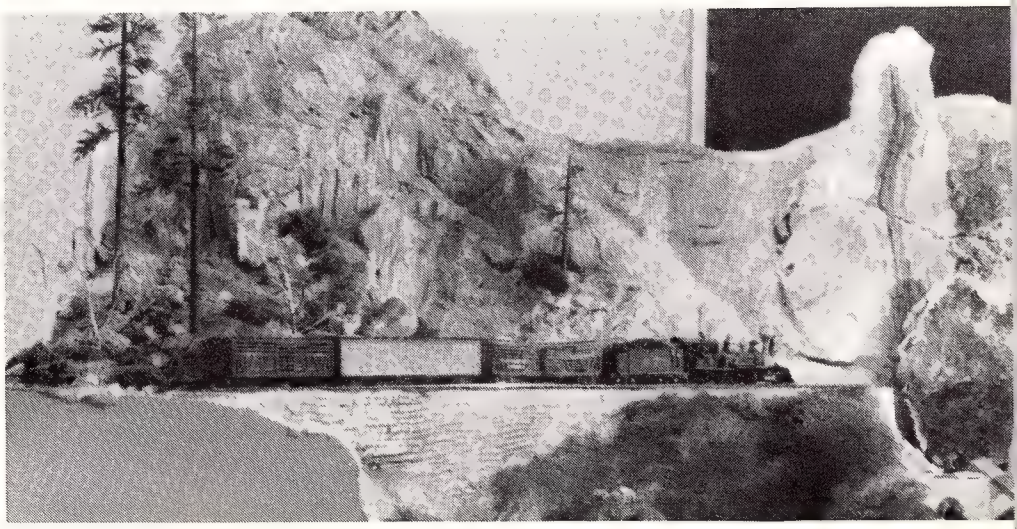
All through the clinic the theme was unashamedly on narrow gauge, the advantages being often bought to the fore in discussion and description. Highly detailed narrow gauge models enhanced the scenery module (which was built in 2 days by Malcolm and the Prospect boys), a further example of the characteristic narrow gauge image.

There is little doubt that all who could attend the clinic benefited from them, but here there was a slight problem. There simply was not enough room!

A social night was held to show films and meet the American guests. Those fortunate enough to attend had an enjoyable evening, the social aspect of the meet being a 'must'. The Prospect girls did themselves proud supplying such a feast for supper, after having provided morning and afternoon teas as well as lunch to exhibitors.

There is little doubt that the weekend was a success, the layouts on display being but a part of the overall display, although they represented what is possibly the best of the American, Australian, British and European exhibition layouts in Sydney. The boys from Prospect have added yet another string to their bow and should be congratulated for the effort. No doubt there are better things to come.

Bob Gallagher



The module upon which the scenery method was demonstrated. Part of the scene was nearing completion, while the other section was displaying the various stages of the process. Photographs by Bob Gallagher.

ST MARYS – TASMANIA

A Modelling Proposition

Plan, photos and text by Michael Dix

St Marys is the terminus of the 75 km long Fingal branch line in eastern Tasmania. This line, which was opened for traffic on 29 June 1886, branches off the South (Main) Line at Conara and runs up the valleys of the South Esk and Break O'Day Rivers through Avoca and Fingal to St Marys. The main traffic on the line is woodchip logs from Malahide and Jubilee and coal from the Duncan Mine near Fingal. Coal was originally the major traffic on the line, with several mines in the Avoca — Fingal — St Marys district. This traffic declined to small levels by the mid-1960s, but there has been a recent resurgence with several major industrial companies now using coal for fuel. Woodchip log cartage commenced in the early 1970s. The long term future of the line would appear secure, and a major upgrading project is currently underway.

St Marys station comprises two discrete sidings; that at St Mary proper and the loop at Jubilee, one kilometre to the west.

ST MARYS YARD

The station layout at St Marys has been little affected by the expansion of bulk traffic on the Fingal Line and it still retains the quiet country branch line atmosphere. The facilities offering are modest; a station building, goods shed and a loading gantry and ramp. The stock yard, located at the St Marys town end of the yard, was demolished after the cessation of stock haulage in late 1978, but the concrete-faced platform remains in use as a loading ramp. The fuel unloading facility servicing the local Shell agent is intact but unused, but the adjacent wooden loading ramp is still occasionally used.

Station building

The station building is one of the old TGR standard branch line designs which were common on the branch lines built from around 1885. Similar buildings survive at Mcquarie Plains (Derwent Valley Line), Lilydale (Northeastern Line) and Fingal (Fingal Line). The other major station on the Fingal Line, Avoca, also had a similar building, but this was washed away by floods in 1929 and replaced by the station building from Needles on the Mole Creek Line.

The building design features two areas of offices/stores separated by a roofed open area. The St Marys building also has corrugated iron additions at each end. The main building is painted pale green with a red roof, the window frames and fascia are white, and the doors and verandah posts are pale yellow. The main platform is sandstone faced backed by fill, with a short concrete apron at the station building.

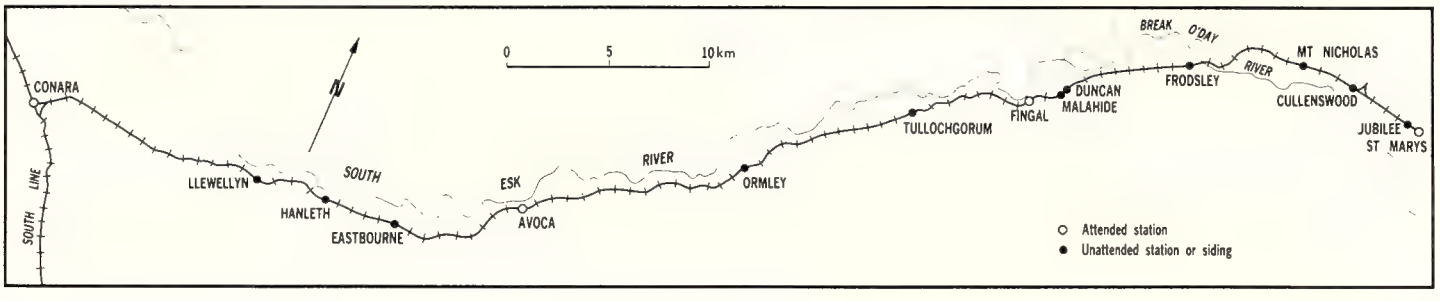
Goods shed and other goods handling facilities

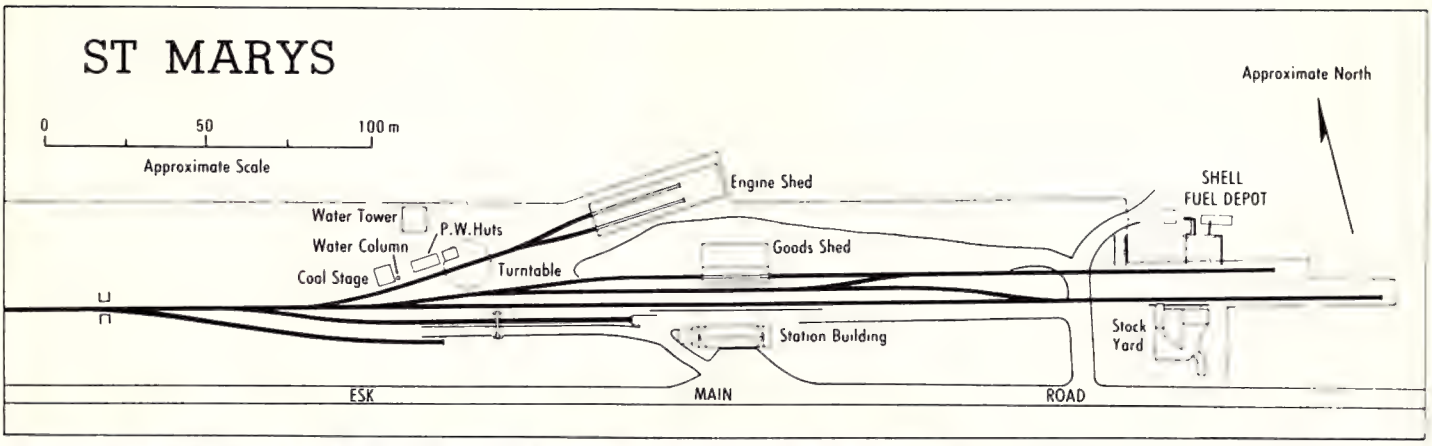
The overline goods shed is constructed of unpainted corrugated iron built on a foundation of sandstone blocks. The guttering and fascia of this building are white and the doors are pale yellow. A fixed gantry crane is provided for unloading wagons; this is painted yellow with a small white-painted roof.

Three loading ramps are provided in the yard. Adjacent to the platform at the end of the gantry siding is an end loading ramp, suitable for the unloading of wheeled vehicles (tractors,

St Marys station around 1906. This photograph shows a slightly different track layout to present, and the two-track engine shed to the right. Photo: G. Johnston collection.

858 and No. 80 log train after arrival at St Marys. This length of train is typical for this section of the branch. Photo: Michael Dix.





etc.). The ramp adjacent to the Shell depot is of heavy timber construction and appears to be used mainly for loading empty oil drums into open wagons. The concrete-faced platform of loading ramp.

Locomotive facilities

A full range of facilities were provided for steam locomotives and most still remain, although unused. The two track engine shed (measuring 32'0" wide, 108'0" long and containing fitting shop, store and sand house) was demolished during the 1970s, although the concrete base remains; the sidings are now used for stabling workmen's camps, which were formerly stabled in the siding on the road side of the yard. The water tower and water column are still intact, but the small wooden coal stage is in a dilapidated state. A 14.9 m long turntable was located between the coal stage and engine shed; the turntable was originally 13.84 m (45'6") long, but was lengthened to 14.9 m (49') to accommodate T class engines. A wye for turning locomotives was installed at Cullenswood (4 km west of St Marys) in 1930-31 to cater for the longer Q class locomotives, making St Marys turntable redundant. The wyes at Duncan and Cullenswood are still available for use.

JUBILEE SIDING

This siding was originally opened about 1924 to serve the Jubilee colliery which was located in the hills to the north of the railway. The mine was connected to the siding by a 3.6 km long aerial ropeway; this was completed on 30 June 1924 and had a daily capacity of about 80 tonnes. Coal shipments ceased in 1960, and the siding now serves the Northern Woodchips log depot and local BP fuel agent. Fuel deliveries to the latter are made in BPT class tank wagons, the fuel being unloaded by way of trackside pipes.

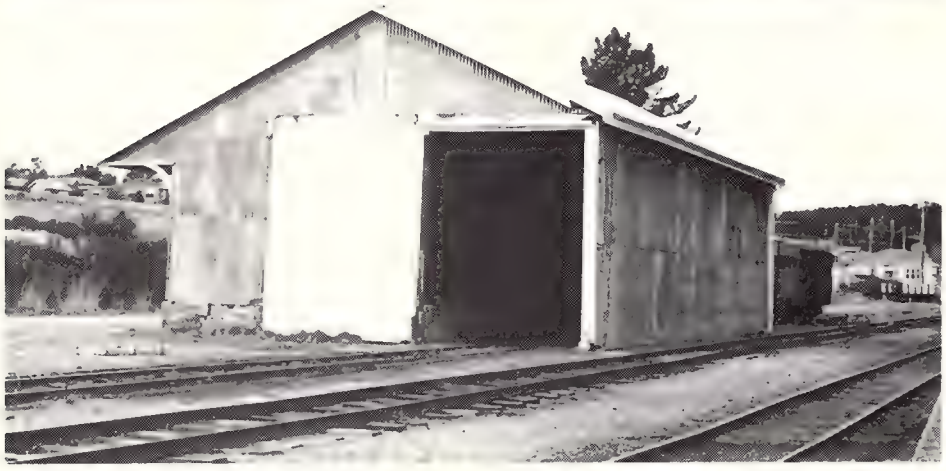
Facilities at Northern Woodchips comprise a log-faced loading platform from which logs are loaded by way of a front-end loader equipped for log handling. A corrugated iron shed and a weighbridge complete the facilities. Log traffic formerly used FE and FFL class wagons, but now uses mainly FW class air-braked wagons.

SIGNALLING

Signalling comprises two home signals, both located west of Jubilee siding. The inner home signal is a standard wooden arm — square posted signal and is operated from a lever near the small bridge immediately west of the first siding in St Marys yard. The outer home has a pressed steel arm on a tubular steel post and is operated from a lever at the western end of

Top and centre: These photographs show the platform and street frontages of St Marys station. Both sides of the building are similar in appearance. Photos: Michael Dix.

Bottom: Gantry crane and end-loading ramp. Photo: Michael Dix.



Jubilee siding. This signal was installed to protect shunting movements at Jubilee siding. This signal was installed to protect shunting movements at Jubilee, enabling the St Marys — Fingal staff section to remain open for other traffic.

TRAFFIC

Regular passenger services to St Marys ceased in 1957 when the Launceston — St Marys railmotor service was discontinued, although passenger accommodation was advertised on a goods train connecting with the up Tasman Limited at Conara Junction until the mid-1970s.

There are currently two goods trains per day scheduled to run to St Marys. These trains formerly handled all traffic on the line, but since April 1980 one train has been replaced by a log train formed of air-braked FW class log wagons hauled by one or two 830 class diesel-electric locomotives. This train serves both Malahide and Jublilee sidings, and being air-braked, is currently unable to handle any other traffic. The other, early morning, goods train now handles all coal and general traffic on the line and any vacuum-braked log wagons, and is usually hauled by a Z or a ZA class locomotive. X class locomotives have been common in the past, but Y class diesels were less common. Before dieselisation of the line, the Q and H class steam locomotives were the main motive power.

Traffic handled by St Marys station is light and trains are short. Most freight on the Fingal Line originates in the Fingal — Malahide — Duncan area, so trains originally made up to maxium loads may have only one or two wagons by the time St Marys is reached. The main outward bound traffic is cut sleepers, while inward bound traffic consists of petroleum products in drums, and a variety of general goods, carried in open wagons, vans or on flat wagons.

MODELLING POSSIBILITIES

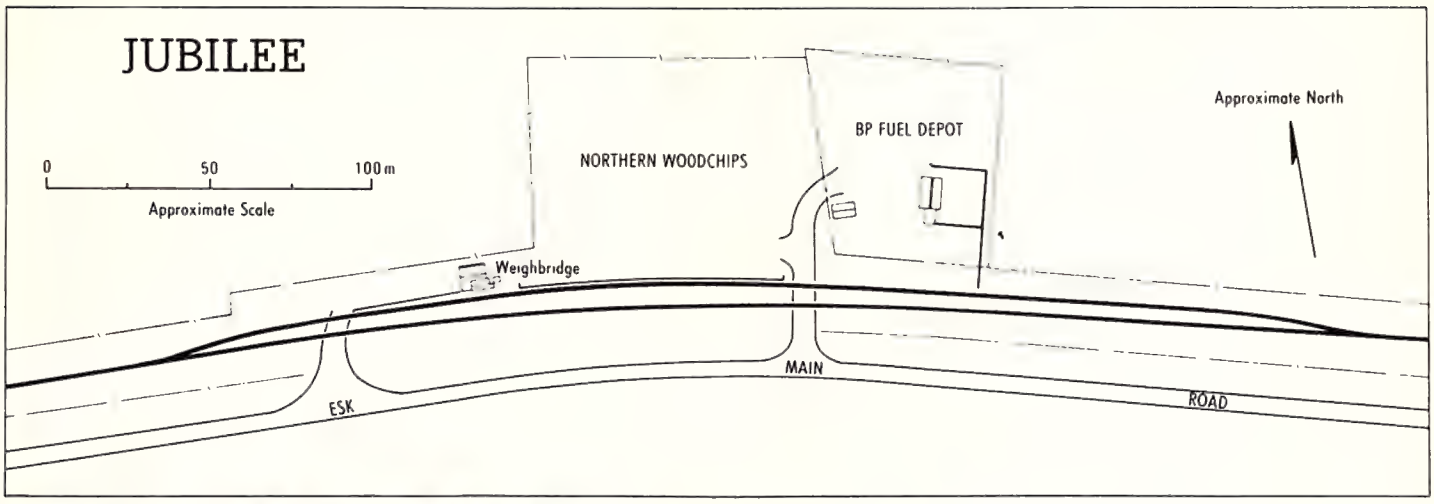
St Marys makes an ideal prototype or concept for a branch line oriented modeller. The entire station layout (excluding Jubilee siding) covers an area of about 420 by 75 m (1400′ x 240′), and by scaling down, a manageable size could be easily achieved in 3.5 or 4 mm scales, with Jubilee siding located in another part of the room. The facilities offering for both traffic and locomotive purposes are fairly comprehensive and would make interesting modelling. The turntable could be included, or the locomotives run from the station, turned, and then run back.

The style of traffic running to St Marys — usually very short trains with heavy main line locomotives — is suited to modelling where space or power restrictions do not allow large trains. For example the Jubilee log train usually runs as only two locomotives, seven wagons and guard's van, the bulk of the loading originating from Malahide. Although the prototype sees only two trains per day (plus returns), this could be realistically expanded on a model; for example the provision of a second general goods (or even mixed) train and a bulk coal train would double the number of trains

Top two: St Marys goods shed. Photo: Michael Dix.

Centre: Looking west from the platform toward the water tower, permanent way sheds, water column, coal stage and gantry crane. The end-loading ramp is in the right foreground. Photo: Michael Dix.

Bottom: The eastern end of St Marys yard, showing the Shell Depot and wooden loading ramp. The CC wagon beyond the road crossing is standing at the ramp which was formerly part of the stockyard. Photo: Michael Dix.



handled from four to eight. Similarly the provision of further traffic sources (e.g. stock yard, coal handling) would increase the scope of traffic. Although as a specific prototype St Marys is rather limiting in terms of operation, the style of the station and traffic, past and present, provides an interesting concept to build on.

Update

Since this article was compiled in late 1980, some changes have occurred on the Fingal Line. Avoca station became an unattended intermediate crossing station from 1 June 1981, while St Marys became unattended from 1 July 1981. Fingal is now the only attended station on the line. Upgrading from Conara has obliterated Llewellyn and Eastbourne, with Ormley siding also closed and disconnected. No facilities remain at Hanleth or Tullochgorum, but sidings in the Fingal-St Marys section remain, although little used.

With the increase in number of 830 class locomotives, the Jubilee log train is now normally triple-headed. The delivery of second-hand air-braked container wagons and ore (for coal) wagons will also increase the scope of traffic for this train, with coal cartage commencing in October. A third train (vacuum-braked) has also been added between Conara and Fingal, catering mainly for South Line coal and pine log traffic.

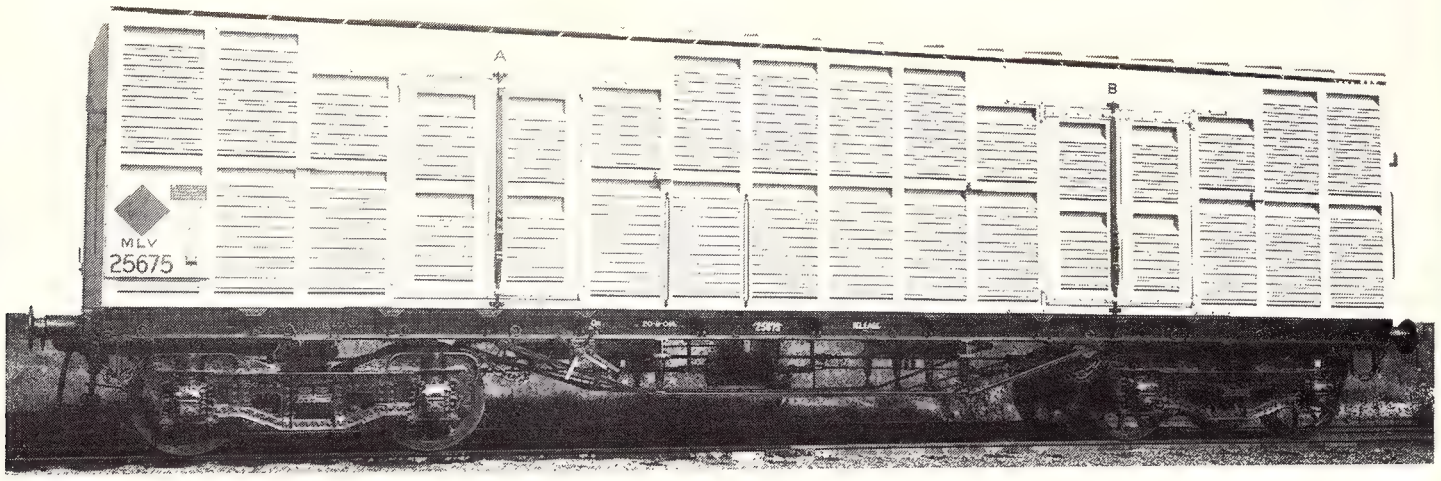
A visit to St Marys in September 1981 revealed few changes since the article was compiled. The crossover from the loop to the goods shed siding east of the goods shed is now disconnected and the long siding on the southern (road) side of the yard has been removed almost back to the connection with the main running track. At Jubilee, a new major forestry road crosses the main and loop lines immediately west of the western crossing shown on the plan; this crossing is unprotected.

One minor innovation introduced to the Tasmanian system by ANR has been the Yard Limit sign; these have been sprouting around the system since mid-1981 and St Marys is no exception. The St Marys-Jubilee yard limit is located at the outer home signal protecting Jubilee.

Top: Looking west from Jubilee siding with Alco 858 arriving with No. 81 empty log train. The two home signals, and lever operating the outer home, can be clearly seen. Photo: Michael Dix.

Centre: Water column and remains of coal stage. Photo: Michael Dix.

Bottom: Jubilee siding looking east. This photo shows the weighbridge hut, log loading platform and wagons. Photo: Michael Dix.



Bogie louvred van MLV 25675 in original silver livery, the metal work and underframe being relieved in black. Photo courtesy of the State Rail Authority of New South Wales.

PROTOTYPE PLAN

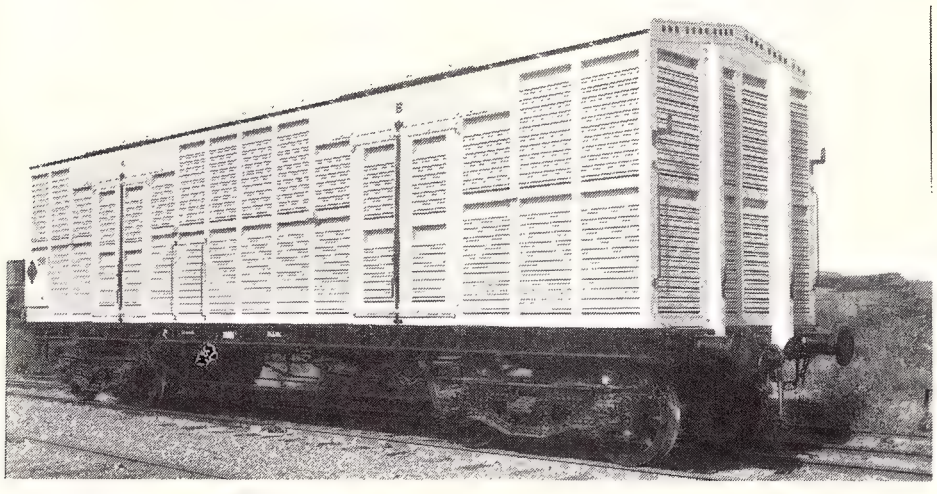
NSWR 'MLV' LOUVRE VAN

Notes by Paul Rogers.
Plan by Roger Porter.

The New South Wales Government Railways possesses a sizeable stock of ventilated goods vans which are used for the transportation of both perishable cargoes and more orthodox commodities. They thus generally take the place of the more familiar box car of other railway systems.

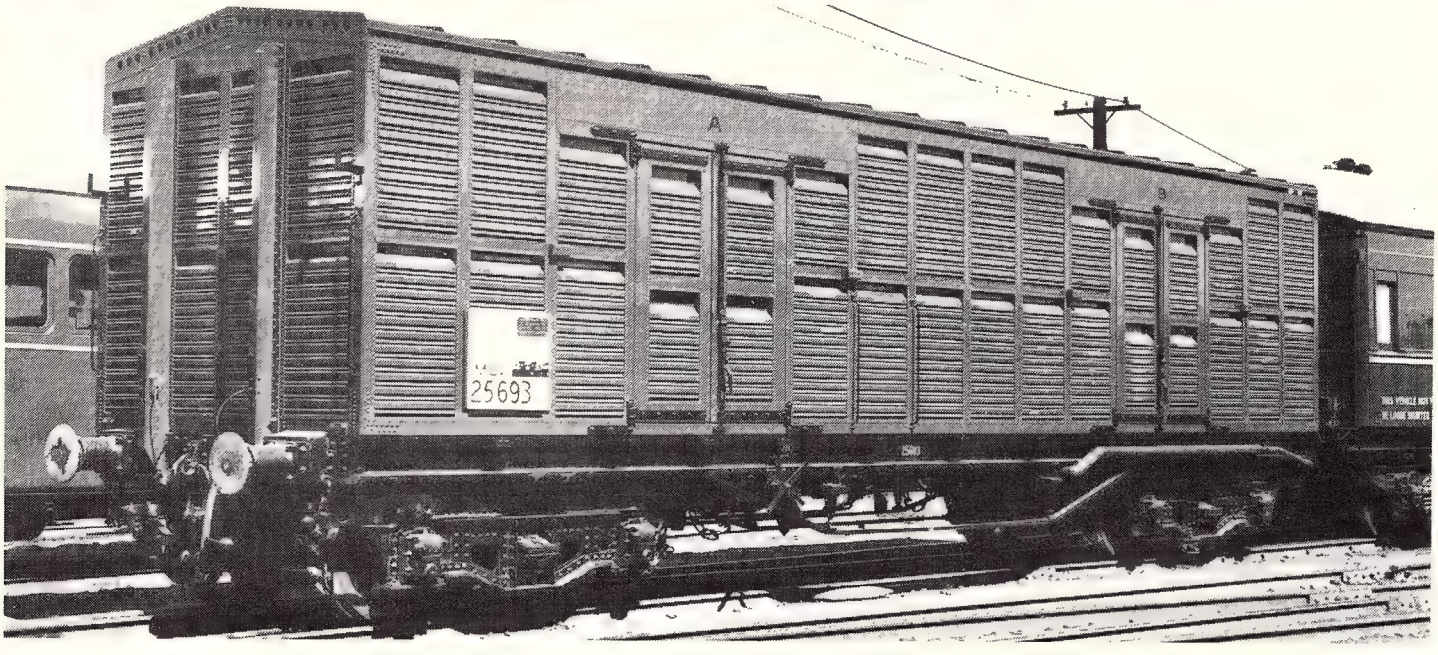
The employment of louvred vans on the N.S.W. system dates back well over a century to the meat vans of the 1870s, early construction comprising wooden bodies on timber underframes. Wood remained the structural material for vans of this type until after the Second World War, but the chassis progressed through composite and iron frames to a steel version over the corresponding period. Today, the majority of vehicles in this category are of all-steel manufacture.

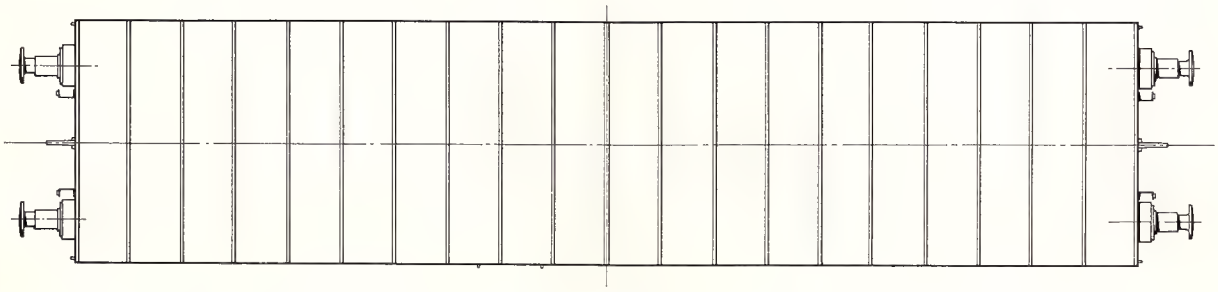
Those of us who can cast our minds back to the N.S.W.G.R. of the 1950s and 1960s may remember another form of louvred van — one that was built of aluminium. This metal has been extensively used in more recent years for



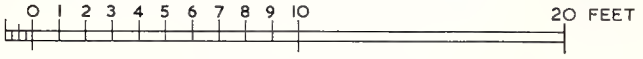
Left: This three-quarter view of MLV 25675 shows the end section of the van. Photo courtesy of the State Rail Authority of New South Wales.

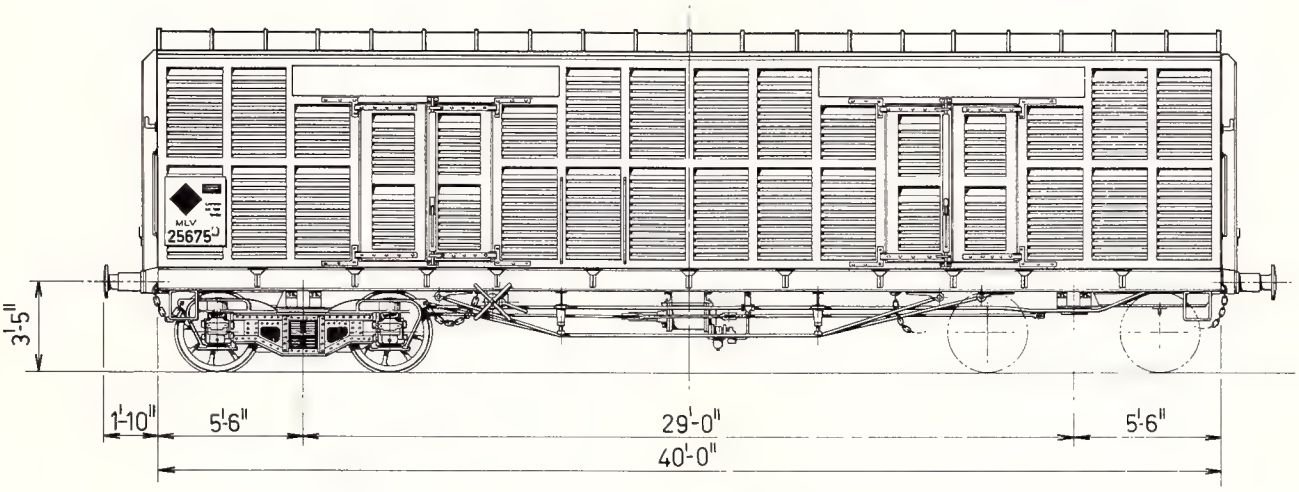
Below: MLV 25693, the louvre van now in the Hunter Valley Museum collection, freshly painted. Note the change of position of the code board and the smaller sized diamond when compared with MLV 25675. Photo courtesy of the State Rail Authority of New South Wales.

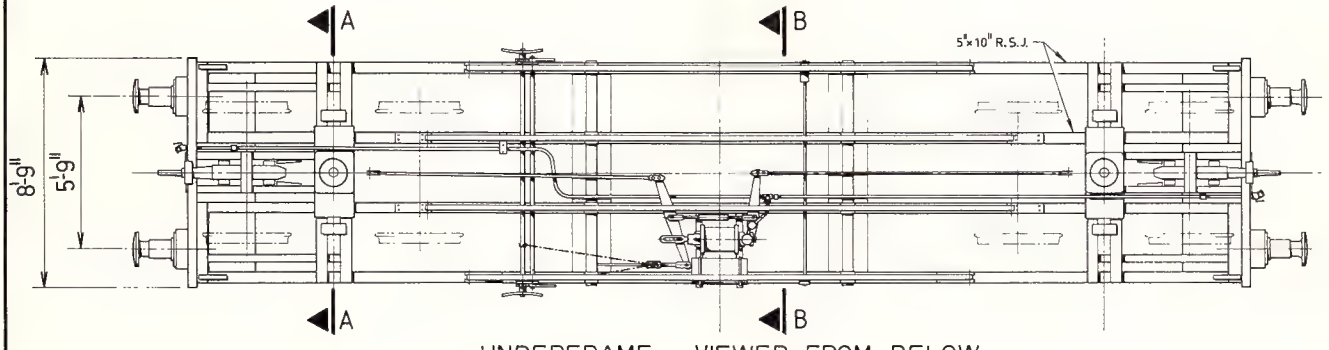




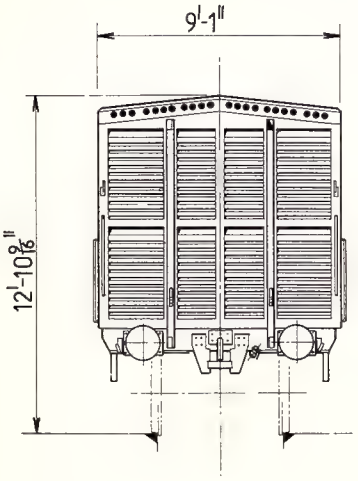
ROOF PLAN

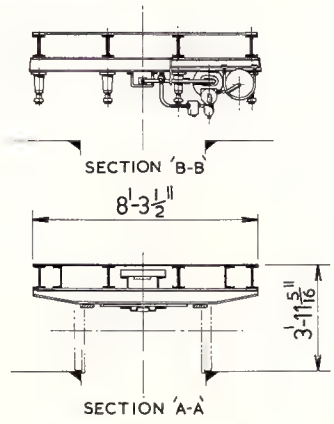






UNDERFRAME — VIEWED FROM BELOW





N.S.W.G.R. 'MLV'.
Bogie Louvre Van.
Road Nos. 25675 — 25699
Scale: HO. 3.5mm: 12"
Drawn: Roger Porter.

goods stock, but prevenient examples of aluminium-bodied freight wagons in New South Wales are the 25 MLV class bogie louvred vans placed in traffic between May 1947 and December 1948. They form the subject of this article not only due to their historical importance, but because of their absence in model form.

Description of Vehicles

Contemporary railway literature suggests that the aluminium MLV vans may have been intended as prototypes for new standards of construction. In any case, they introduced an improved side louvre design which was immediately hailed by the railway administration as a success in combating the entry of natural elements to the vans as well as discouraging pilfering. The tare of the aluminium van was approximately one ton less than that of the corresponding wooden vehicle, and consequently the payload rating was raised by an identical amount. For train purposes, empty mass was set at 21½ tons and gross mass, at between 32½ and 49½ tons, depending upon the traffic carried. The nominal tare and capacity ratings were 21 and 29 tons, respectively.

Carrying road numbers 25675-25699 inclusive, the aluminium MLV vans were pooled with similar types for general purpose freight tasks, but they also saw extensive service on passenger and mail trains for parcels traffic. Coaching runs appear to have been one of the major reasons for their construction, as they received screw couplings at a time when most goods wagons fitted with this system were being altered to the automatic type. The bodies of the aluminium vans were mounted on reconditioned BE/ME class flat wagon underframes furnished with 2AE type 6'6" wheelbase clasp-braked bogies. Whereas other MLV vans built on BE and similar foundations were given existing road numbers, the aluminium cars received new serials; this factor, together with the fitting of screw couplings, supports the argument that they were intended for widespread use on passenger trains. The unique peaked roof design and attractive original livery would have made them a real gem for any lineside spotter.

Livery

Cars 25675-25699 were outshopped with a striking colour scheme of silver for the bodywork and black for the underframe and bogies. Later they acquired all-over black (gunmetal lacquer in N.S.W.G.R. parlance). The writer has come across no record of any member of the group receiving the blue livery associated with the Public Transport Commission, but would welcome verification from readers as to whether vehicles in this class were so painted. Each MLV van in the series carried the red diamond above the identification data on the sides of the vehicle, certifying that the car could operate with coaching stock at express speeds. The inscription adjacent to the diamond read: "THIS VEHICLE MAY BE ATTACHED TO EXPRESS, MAIL OR PASSENGER TRAINS". The classification plate was painted white, the lettering and numerals which identified the vehicle appearing in black. The notice relating to coaching type operations originally comprised white lettering on a black rectangle, but some vans later had this legend applied in black lettering directly to the white classification plate.

Operation

Their ability to operate on both passenger and freight trains makes these MLV vans an attractive modelling proposition, and interesting compositions may be created by combining them with the other types of freight wagons authorised for passenger train operations. Details of the relevant marshalling procedures are the same as those given for the TRC refrigerator cars in the issue of this magazine dated May/June 1981. Some of the aluminium louvred vans were eventually given automatic couplers, increasing their usefulness on freight workings as they could then be directly attached to bufferless vehicles. Conversion of the former BE/ME underframes to automatic couplers was a relatively easy task owing to their construction in accordance with MCB transition drawgear standards.

The Brisbane Express (via Kyogle) represented an early stamping ground for the aluminium louvred vans — it would appear that this train was one of the factors influencing their introduction. Within a few years, however, these MLV vans were pooled with other bogie louvred vans for both goods and passenger workings; consequently, their coaching "characteristics" of screw couplings demanded careful attention when freight trains were marshalled.

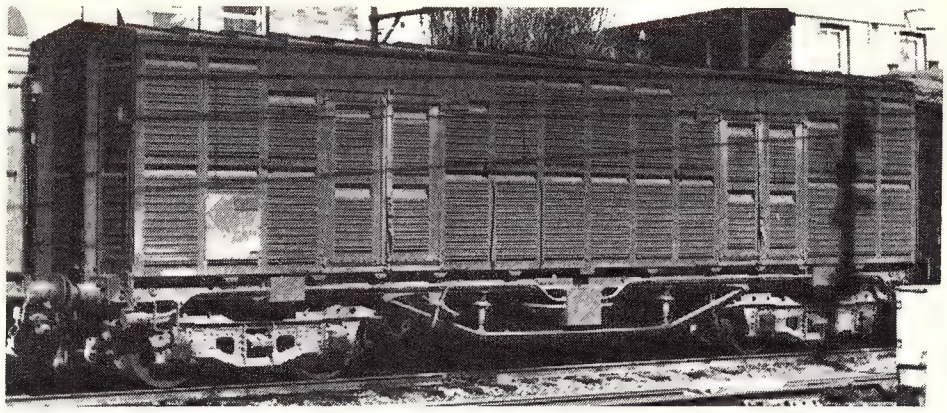
Certain vehicles from the group were selected for specific passenger train operations: cars 25681, 25685 and 25693, for instance, were through-piped along the underframe to allow their use between coaches fitted with steam heating appliances; while car 25693 later appeared (along with 25692) as a continuity unit which could be marshalled between passenger cars fitted with 64 volt dc electric heating equipment.

Steam-heated services on which the modified cars were employed would have been the Cooma Mails during the 1950s, and possibly as late as 1961. During 1962 these trains, and the portions which served the National Capital, were changed to electric heating supplied at 64 volts dc from specific locomotives belonging to the 44 and 48 classes. Cars 25692 and 25693 were usually allocated to the Canberra sections of the Cooma Mails during the winter seasons of 1962-1974, although they were frequent visitors to the Monaro Region at other times of the year.

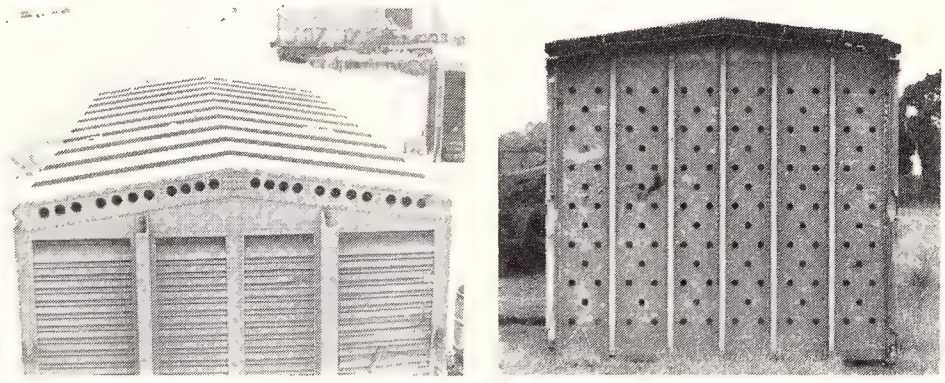
Initial withdrawals of the aluminium MLV cars occurred during the last half of the 1960s, but the majority (some 64% of the group) were condemned during the period 1971-1973. The remnant left the scene over the ensuing seven years.

Deletions from the MLV code represented both condemnations and conversions for further service. Underframes from cars 25680/81/86/88/94 were used for BMF class milk wagons; these vehicles retained their MLV road numbers after the bodies were removed and milk tanks installed.

MLV 25693 is being preserved at the Hunter Valley Museum.



MLV 25693 photographed at Sydney Terminal on July 4, 1970. This is one of the louvre vans which was through wired for use on the Cooma Mail. From the winter of 1964 to 1974, during the cooler months the Cooma Mail was one of only three trains in Australia which had electric heating supplied from the locomotive. Although this form of train heating is widely used in many countries, it did not become common in Australia. On this van the socket is visible at the van end along with the conduit running along the underframe. Photograph by John Beckhaus.



Left: End and (half) roof detail of the MLV. The remains of this van was being used as a work shed in Clyde Wagon Works yard in 1981 when Bob Gallagher took the photograph. Right: The centre division of the MLV. Bob Gallagher photo.

Conclusion

The aluminium louvred vans, although not repeated, pointed the way to the future. Construction of most subsequent batches of louvred vehicles used on the N.S.W.G.R. system applied steel components to both bodywork and underframe.

References and Acknowledgements

The principal reference source for these notes was the 1946/47 Annual Report of the N.S.W. Commissioner for Railways, particularly the section covering activities of the Mechanical Branch. Acknowledgements are due to State Rail Authority Archivist John Forsyth for the provision of data concerning the vehicles in question, and for the supply of suitable photographs. Other illustrations were kindly provided by John Beckhaus. I am also indebted to Mr J. A. Wierzbicki, Promotions Manager of the S.R.A., for permission to publish the official photographs.

N.S.W.R. 'K' and 'U' Wagon

Garry Kahler describes the kit-bashing of an open wagon from an Airfix mineral wagon.

In the first article I covered the building of an HO scale 'S' wagon from the Airfix mineral wagon and in this instalment I will describe the building of a N.S.W.G.R. 'K' or 'U' wagon. The principle can also be used for the V.R. 'GY' or any other similar wagon. The article on the 'S' wagon was in the issue.

For this wagon assemble the mineral wagon but leave out the doors and the floor and do not attach the top to the frame. One end of the mineral wagon is detailed, while the other is plain. With a small flat file carefully remove the detail so that both ends are flat. Next cut out the section above the door so that you have two U-shaped ends, and put aside for a while.

Returning to the frame, it will be noted that it is too short, although the wheelbase is near enough and as the body sits over the frame (that is, the frame is inside the body of the wagon) then all we need to do is cut out a piece of 0.050" plasticard to the size of the wagon LESS the thickness of each end and each side. That is, the length is shortened by the two end thicknesses and the width by the two side thicknesses. This piece is then glued over the top of the mineral wagon frame so that the piece of plastic sits evenly over the frame.

Now we take the two U-shaped end pieces and fit them over the extended frame base so that the bottom edge of the end pieces corresponds to the lower edge of the frame. Once you are satisfied that both pieces are square and even, then glue into place. The next move is to make up the side doors. These can be made out of 0.020" plasticard, cut so that they are a neat fit into the sides.

N.S.W.G.R. 'K' wagons were built with two different types of ends, one type having pressed steel ends while the other had diamond-pattern plain steel ends. For the purposes of this article I will only describe the diamond-pattern ends.

To begin with you will notice that the ends of the 'K', when viewed end on, are divided into three sections. The sides have two similar sections, one on each door. Each of these sections is made up of a diamond-pattern pressed steel sheet. To obtain this effect in model form cut out a piece of 0.010" plasticard to the size of each section. The pieces are then scribed diagonally across the back, making sure not to cut through the plastic, then folded lightly each way along the diagonal. Fold slightly inward, a little at a time, until a pressed-out pattern appears.

These are then glued in place. Start the ends 1mm in from the sides and the doors from the middle. Once these have been set, cut 1mm-wide strips of 0.010" plasticard and mount them on edge between each pressed section and between the sides and the doors. Then mount another strip flat between each door on each side. After this make the end angles by using two pieces of similar strip mounted flat and butting the end sections. The side strip should overlap the end strip by that strip's thickness. The wagon is then finished off in the same manner as the 'S' wagon with regard to edging (but not diagonal bracing), floor, weight, load, wheels and couplings.

N.S.W.G.R. 'K' wagons often carried tarpaulin ridge poles. If you wish to fit your 'K' with these, then drill a small hole in the centre end sections 2mm from the bottom on the body. With small pliers bend a piece of fine wire so that each end of the wire looks like a flattened 'U'. Trim the lower arms to about 2mm long. The length of the top arm should be equal to the length of the top of the body. The base of the 'ridge pole' should be equal to the diagonal distance from the hole in end sections to the top corner of the body.

When the wire is fitted, it should be a tight, neat fit but should not fall over the edge of the wagon. When not in use, lay the ridge pole over so that it rests on one edge of the wagon. If you wish to cover the wagon with a tarpaulin, then set the ridge pole in the vertical position.

Variations of the basic 'K' wagon are:—

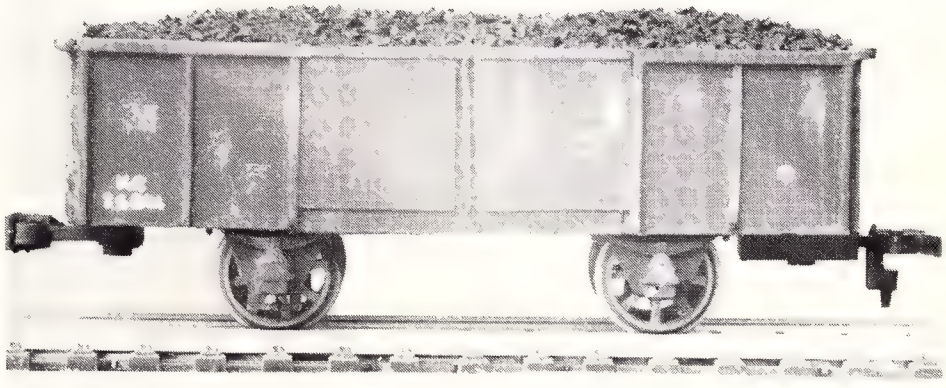
TPK — painted silver for use between Port Kembla and Ashfield (and Hurstville. Ed)

U — fitted with bottom discharge doors for coal traffic and no tarpaulin ridge poles.

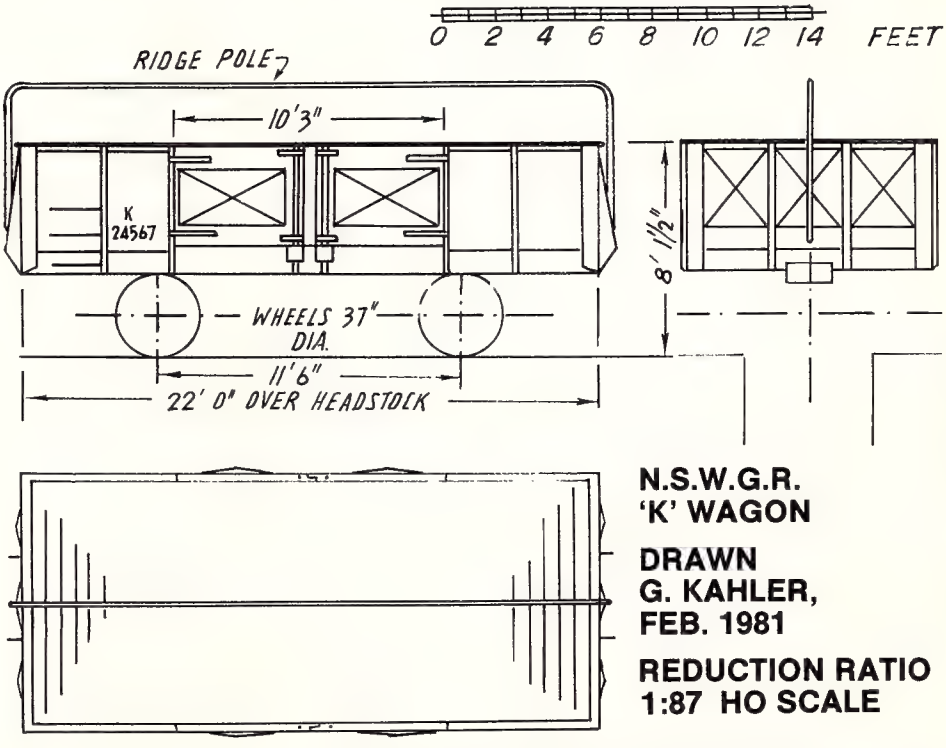
KC — U wagon with discharge doors sealed.

CU — U wagon with tarpaulin ridge pole and used for grain traffic.

Paint and code your wagon and you have another addition to your layout.



The completed model of KC 26814. Photo by the author.



MacRobertson's Superfine Liquid Chocolate

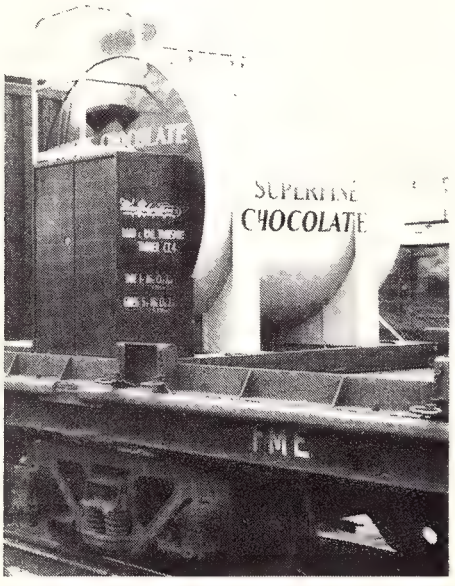
by Phil Jeffery

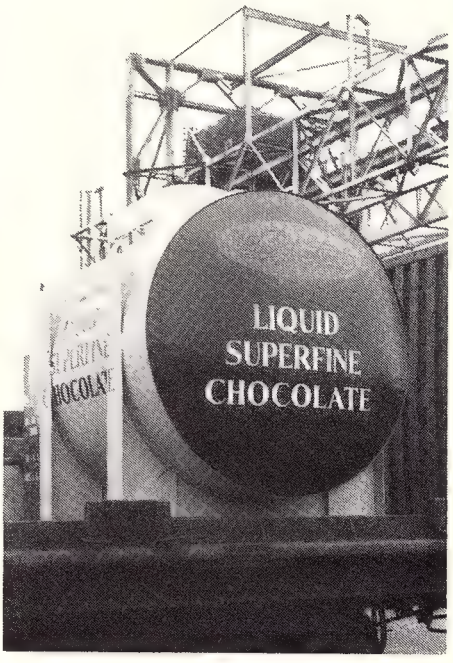
This special-purpose container was designed and built to carry liquid chocolate for MacRobertson's.

Records show that the first use of these containers was from Melbourne to Sydney on 12th February, 1965. Direct shipment by rail was not used for very long, and the records for twelve months later show that the transport company TNT was being used. Until March 1967, however, the railways were being used for the Melbourne to Sydney trip.

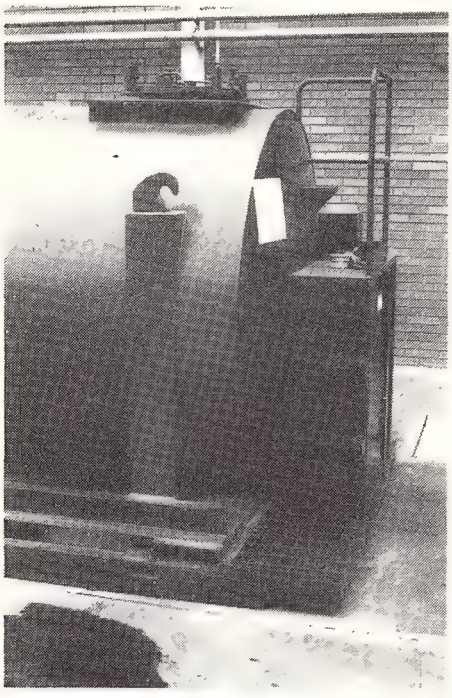
Six containers were originally built for MacRobertson's and when that company was taken over by Cadbury/Schweppes a further four were built. This chocolate is shipped to firms like Arnotts, Streets, Westons, Vita Foods and Peek Freans.

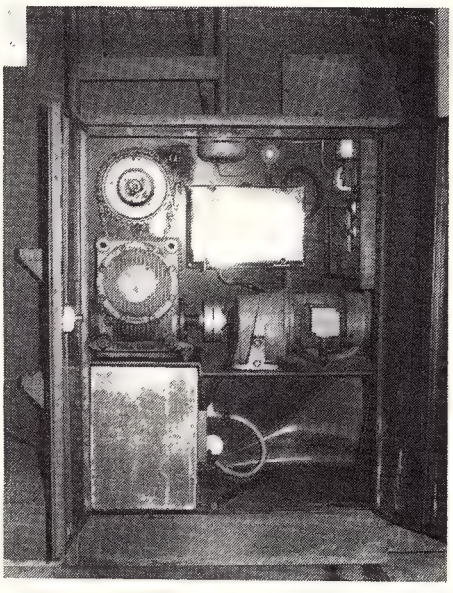
The containers do not travel back from Sydney to Melbourne empty; there is an interchange agreement with Nestles, who used them for their Melbourne customers.





MacRobertson's superfine liquid chocolate container at Dynon in 1967. Note the position of lettering on the ends. (V.R. PRC 312 and PRC 313)



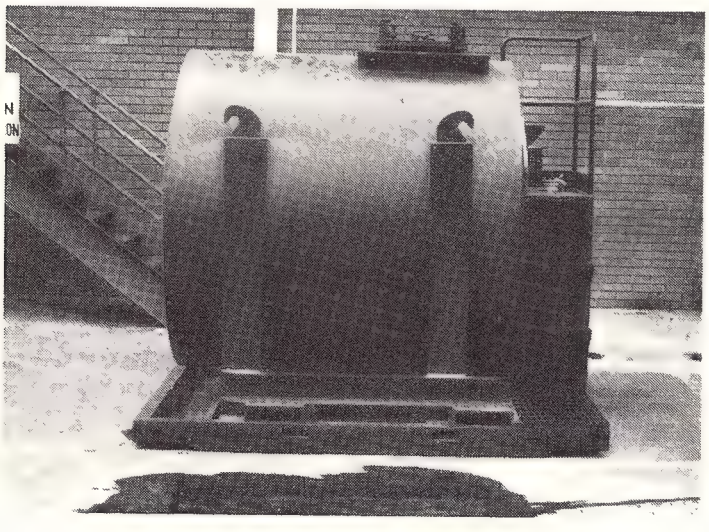


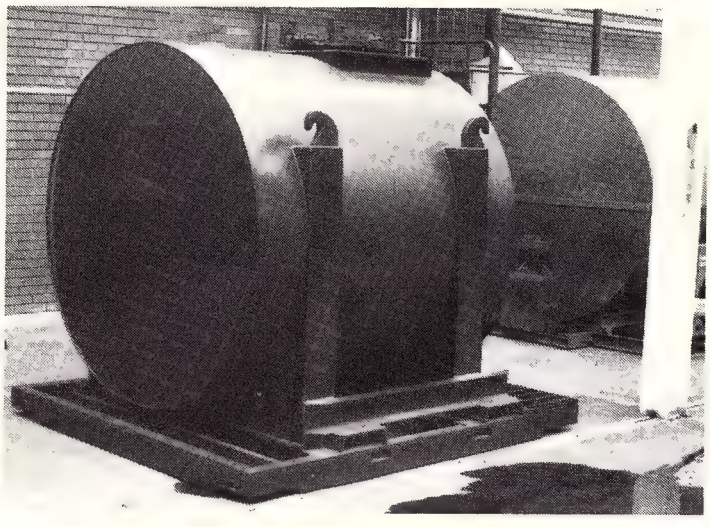
Left: End detail of 5 ton container showing steps and control panel area.

Below left: Side of 5 ton chocolate container.

Below right: The 'other' end of 5 ton unit, which shows base details.

Right: Control panel detail of 5 ton unit. Chain driven stirrer upper left, temperature monitor centre and heating equipment at the bottom.





The containers are of five ton capacity, and are heated to 110 degrees Fahrenheit. They are fitted with an internal stirrer to keep the chocolate moving and at an even viscosity.

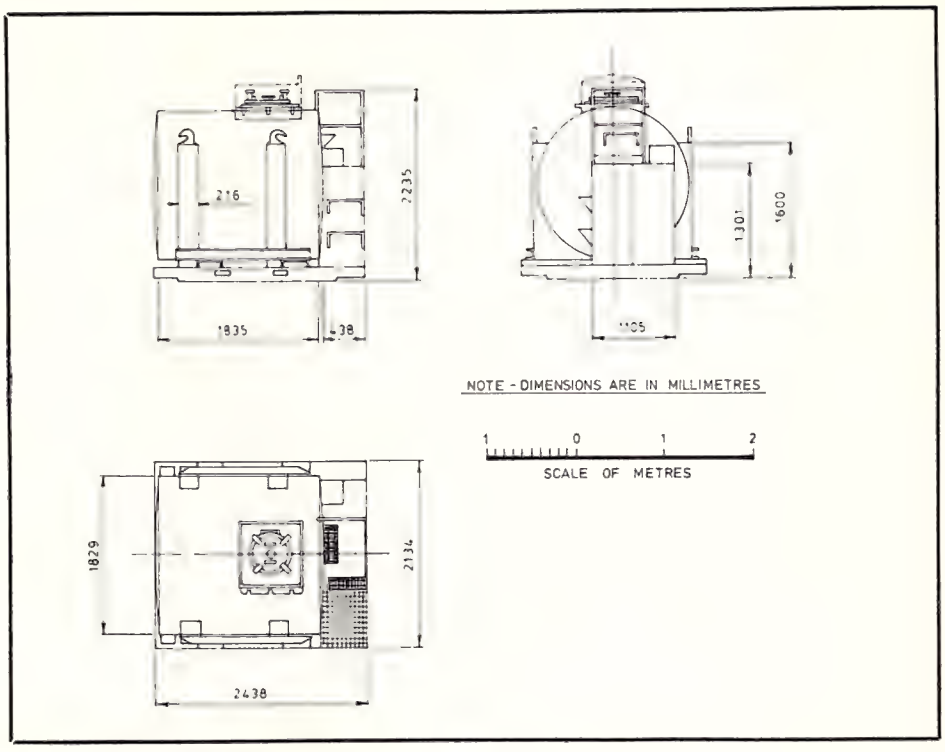
Originally the colour scheme was cream tank sides with black writing, and a cream logo on an orange background. The tank ends were orange with white lettering. On the back end the lettering is lower down to allow for a logo with black writing on a cream background at the top. Nowadays they are painted a medium brown colour all over.

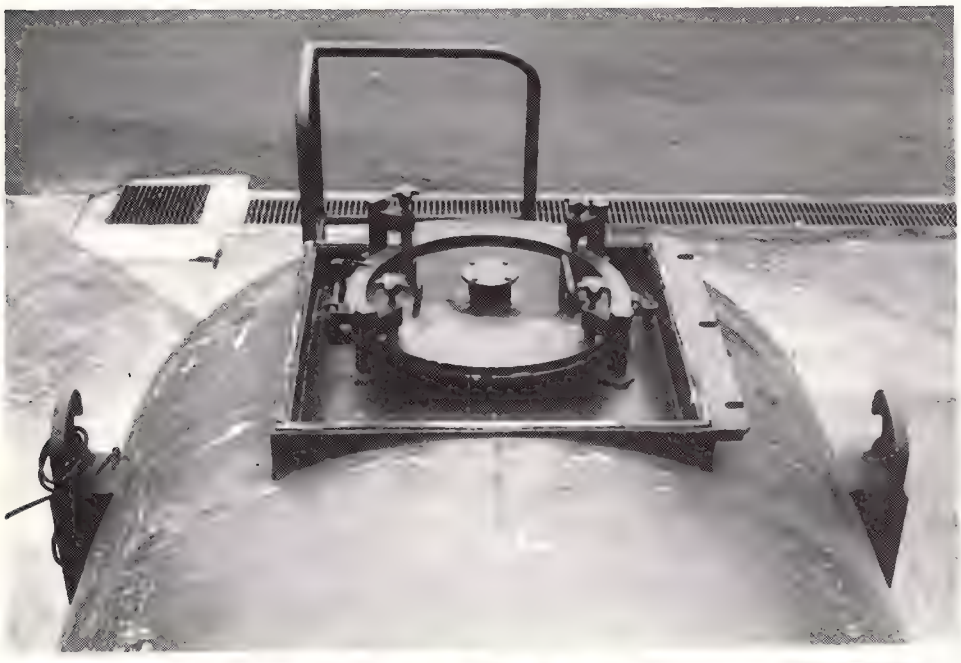
Cadburys also has larger containers used for chocolate transport from Claremont in Tasmania to Melbourne. They have a ten ton capacity.

Basic dimensions are given for comparison with the five ton containers. The tank is 10 feet 5½ inches long and has a diameter of 6 feet 8 inches. The overall size of the container is 8 feet 8 inches wide, 11 feet 9 inches long, and 7 feet high.

Research could not ascertain if these containers were ever carried by rail, perhaps a Tasmanian reader may be able to supply further information.

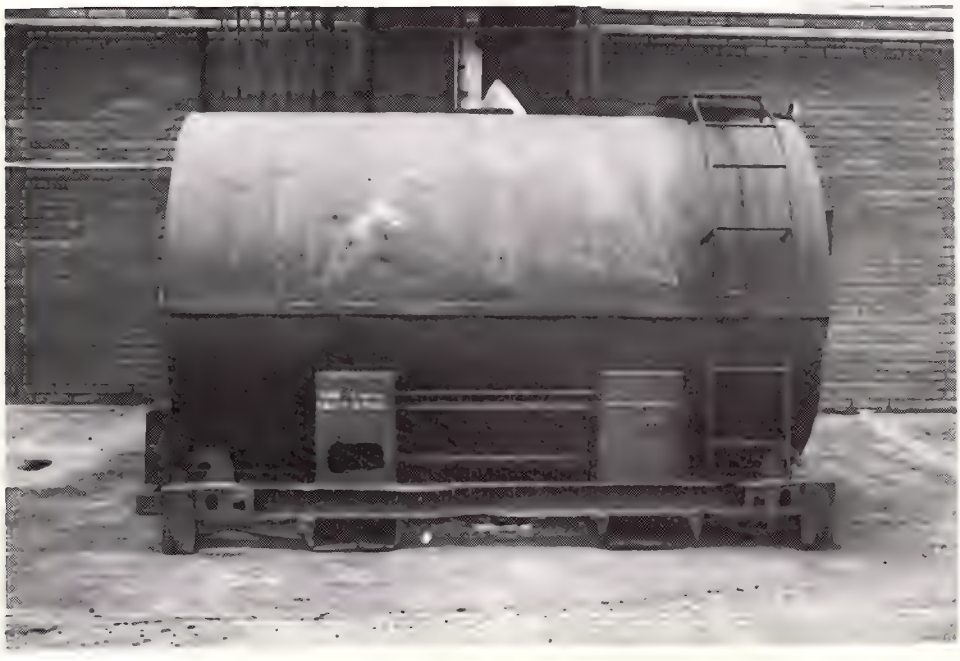
This article was prepared from information supplied by Cadbury/Schweppes.



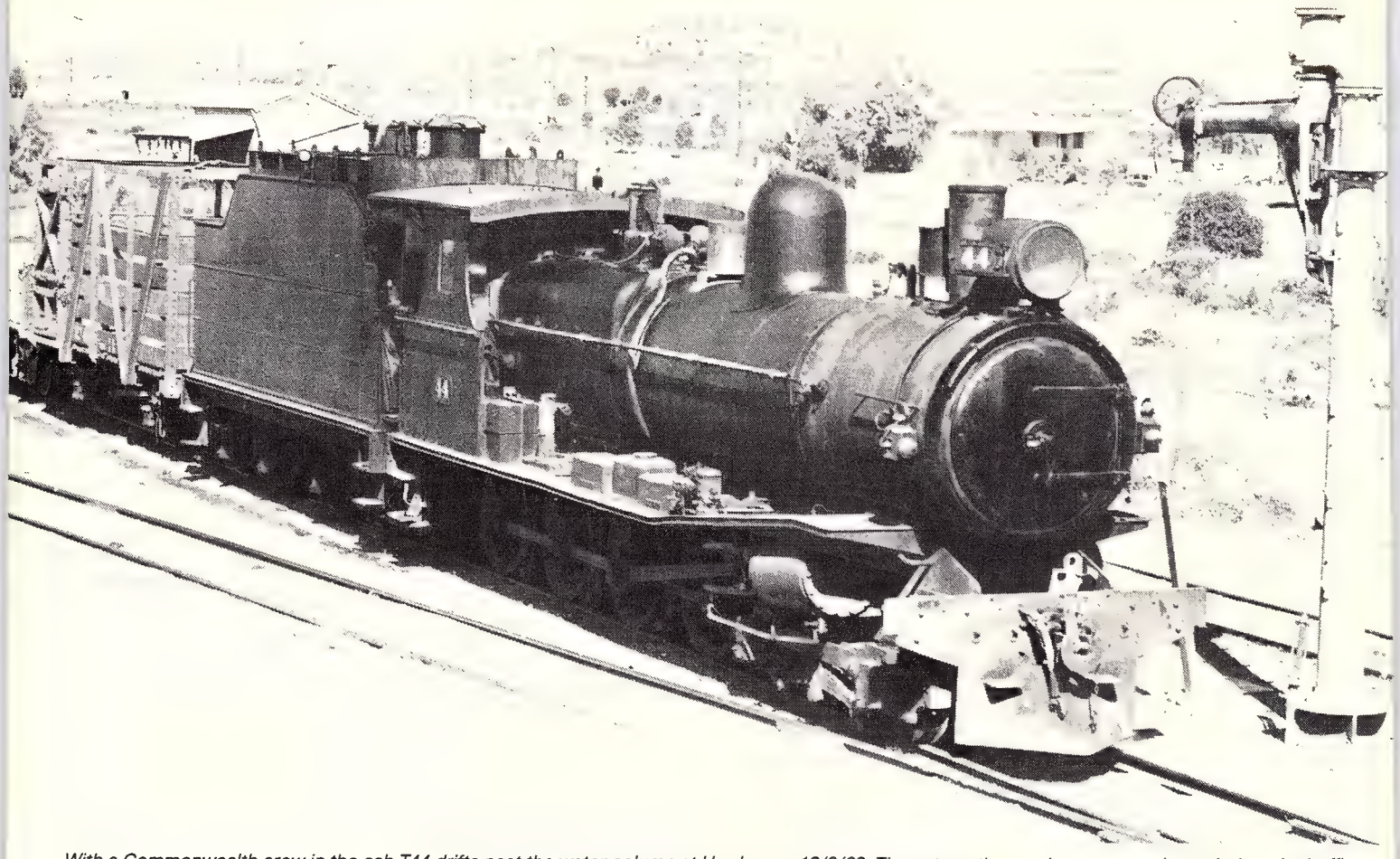


Top left: Filling hatch area with hatch lock bolts in position.

Bottom left: The detail side of a 10 ton Cadbury's container.



Below: The end of a Cadbury's 10 ton chocolate container.



With a Commonwealth crew in the cab T44 drifts past the water column at Hawker on 12/8/69. The automatic coupler converter is carried on the buffing beam above the chopper coupler. Photo by Murray Billett

THE T CLASS 4-8-0 Part 2

by Phil Curnow

Part 1 contained a brief history of the class, a plan and a selection of photos.

Refer January/February 1982 AMRM

The Modifications

The following paragraphs and tables have been gleaned from my notes and photos, plus sources as listed. The dates are only a guide. I include this because I believe that in the foreseeable future Australian modellers will tend to follow the style of their English and American counterparts. Judging by overseas magazines the trend is to model a railway as it looked at a particular year or era. Who knows, in years to come we may have twenty year olds modelling Peterborough of the 1930s. What we can do now is provide the information to get them started and hope they contribute to AMRM. Another aim is to help choose a loco number and so avoid a fleet of T 186s.

As built T 180 had a short smokebox and a slightly tapered funnel with a copper cap. The funnel carried brass numbers to the front and the class letter to the rear, which was current SAR practice. The cylinders were inclined over the outside bearing equipped front bogie and the footplate followed before ending at the leading edge of the smokebox saddle. The cowcatcher was made of tubing. No buffers were required as the chopper coupling included a buffing face. Westinghouse brake equipment was included with the compressor on the left (driver's) side. The air brake had been tested on ore trains in the late 1880s and found more suitable than the vacuum type alternative.

Electric headlights were added ahead of the funnel in the 1920s and a steam driven generator on top of the firebox.

In 1922-23 six were converted to broad gauge as Tx class. They were fitted with buffers and had either the hook and chain couplers or the combination hook and auto couplers (refer photos ARHS Bulletin January 1976). The cowcatcher was of pressed steel with rows of holes as usual for broad gauge, and the leading bogie now had inside frames. In the Bulletin article Gifford Eardly said he thought they had different tenders rather than the n.g. being widened out. They were superheated later in the 1930s and the boiler extended, then in 1949 they were reconverted and returned to the narrow gauge, regaining their old numbers.

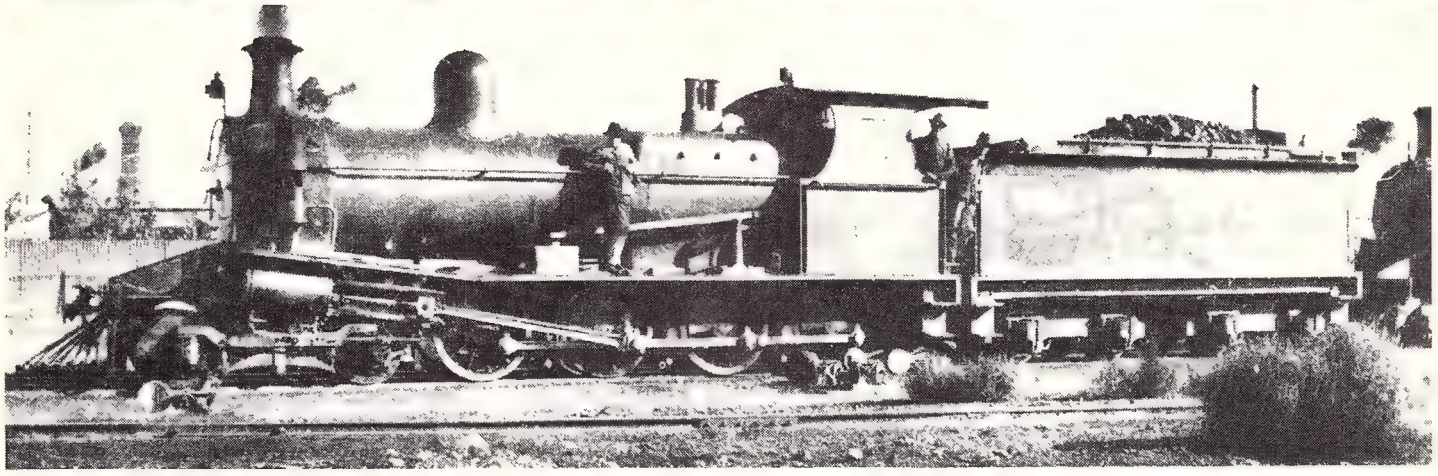
In 1925 T 46 and T 216 were transferred to the Port Lincoln Division. These lines on Eyre Peninsula are completely isolated and have their own railway workshops at Port Lincoln. Over the years there were minor variations in details and appearance compared with those engines based at Peterborough. Port Lincoln fitted a large railcar style headlamp on the tender for night running in reverse. The sandboxes were enlarged into what became known as the 'banjo' type. The three locos returned to Peterborough in 1958-1963 retained these sandboxes (T 23, 243, 185) for a while.

The boiler had been extended twice, which can easily be seen in the accompanying photos and plans. As built the smokebox door was in line with the forward edge of the cylinders. This is shown in photos and plans of the Tasmanian engines, which is another part of this article. From the mid 1920s the boilers were superheated and this caused two visible changes. The smokebox was extended forward, and a short horizontal platform was added to the footplate ahead of the cylinders.

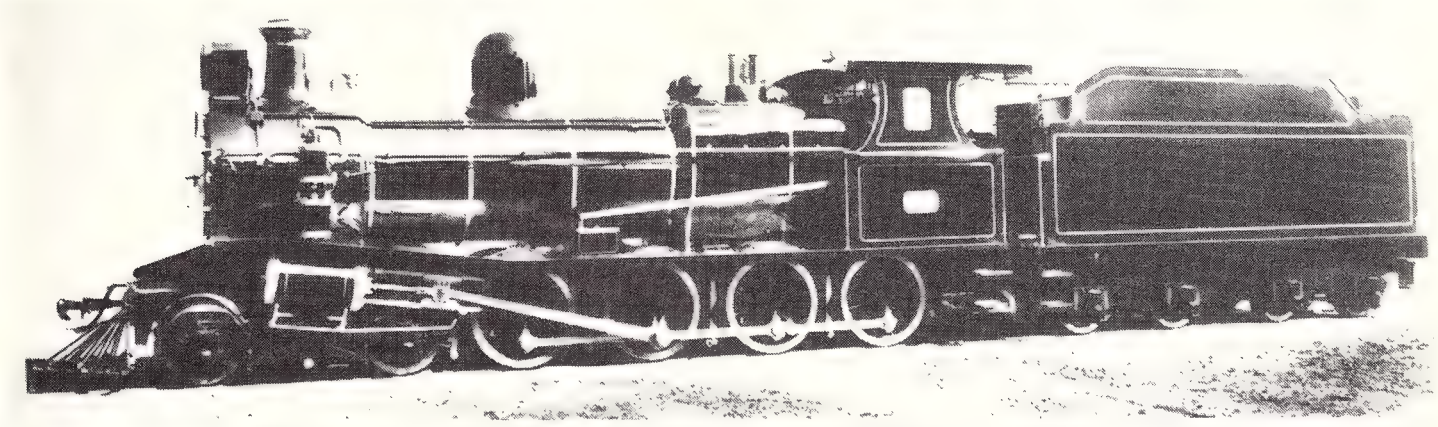
They were still fitted with the original funnel. Photos taken in 1959 show T 212, 216, 231 and 234 at this stage of their development. T 212 remained like this until it was withdrawn in the late 1960s. The final extension was to gain room for a patented cinder catching device known as a 'Cyclone front end' and this gave the overhanging smokebox look so familiar to fans. The elegant funnel was replaced with a stovepipe style with a simple rolled beading at the top. The brass numbers and letter were not fitted to these funnels. Port Lincoln's T 234 received this modification between 1959 and 1965, judging by photos.

Tenders have also changed. The original was a low sided style with outward curving top edge, which enhanced the English appearance of the engine unit. Coal capacity was increased by adding "hungry boards" inside the handrails. By the mid 1920s a high sided tender appears to have become standard. Few variations have been noted, apart from several rivet patterns. When oil firing was introduced in

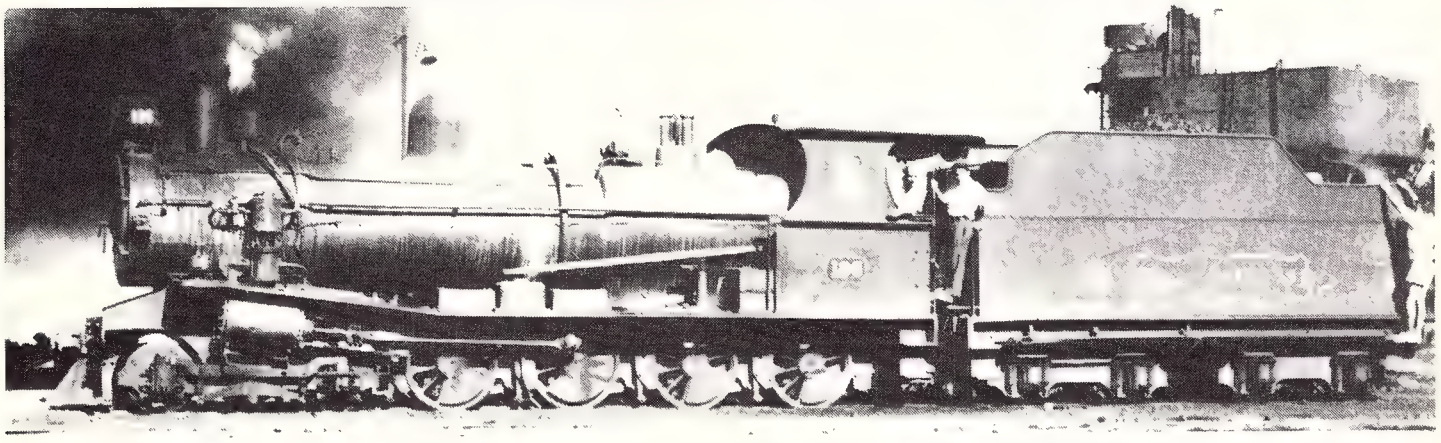
Sixty Years of the T Class



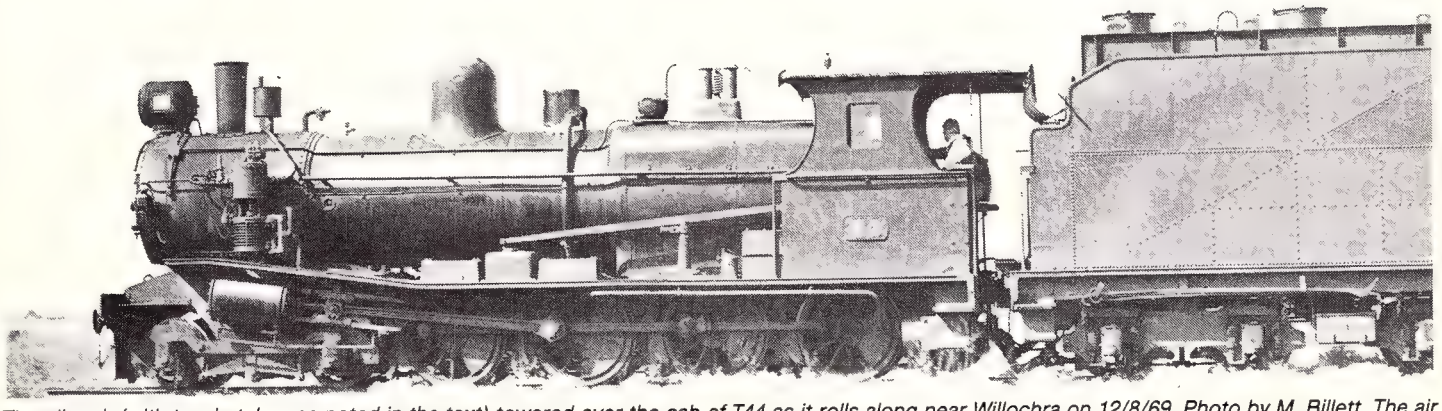
T245 in 'as built' condition. Note the very short smokebox, small headlight and the low sided tender



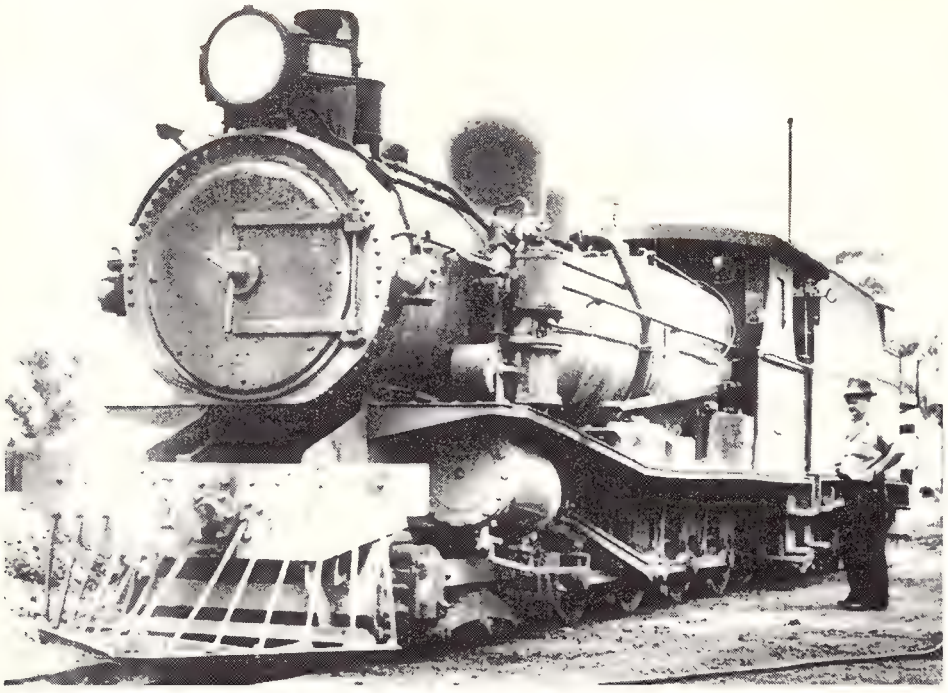
T203 prepared for a Royal Visit in the 1930s. The boiler has been extended due to superheating and the foot plate extends forward of the cylinder. A large headlight, a generator and a high sided tender have been added. Photos from the Billet collection

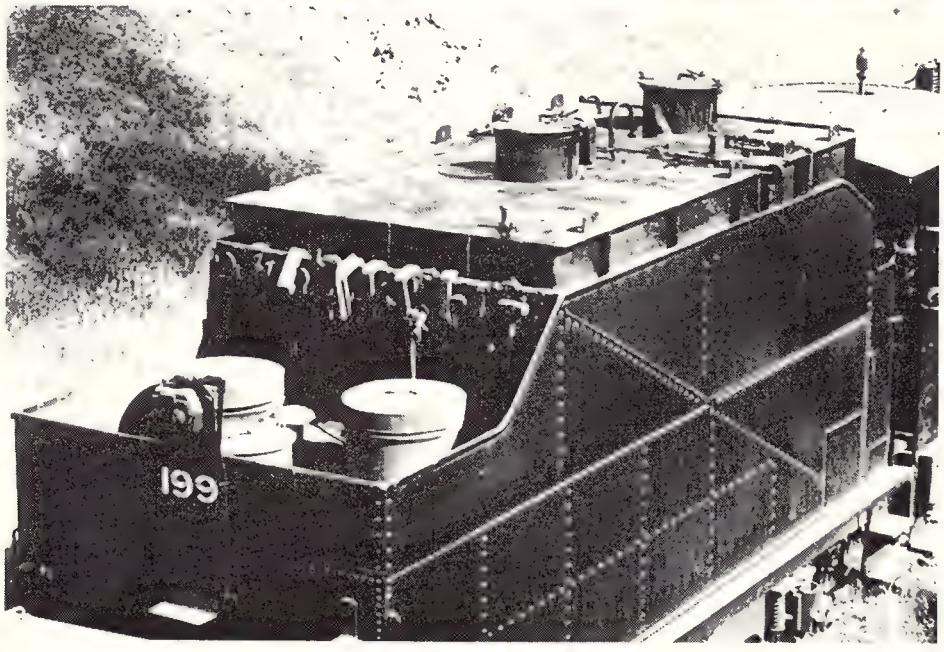


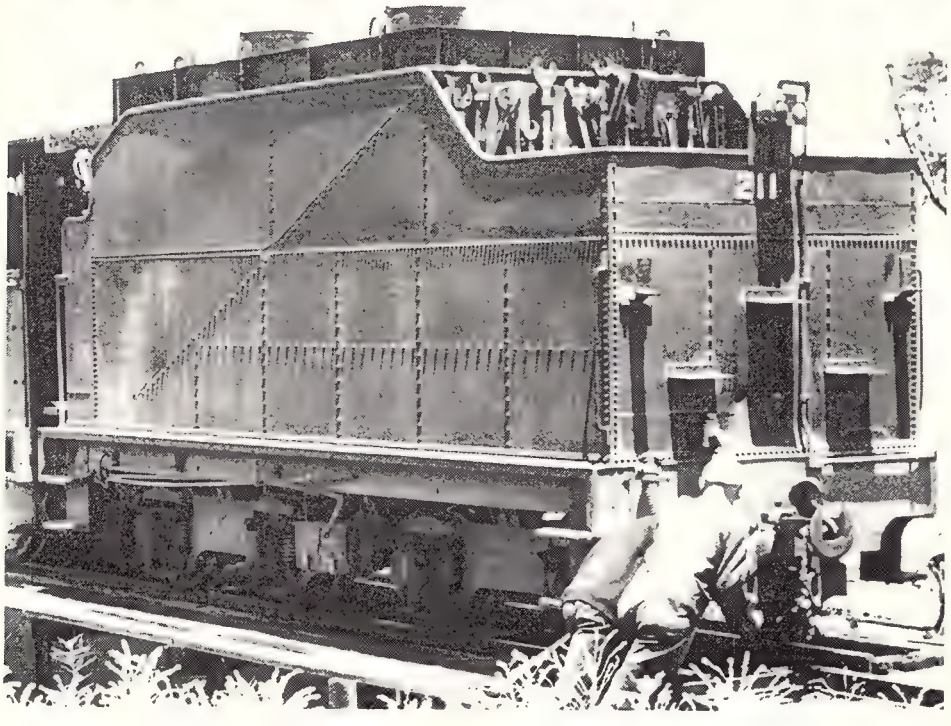
T186 as a coal burner in 1952 photographed by Doug Colquhoun. The smoke box has been further extended for the Cyclone front end, a plain funnel and two muffler cans adorn the boiler while adhesion blocks hide the wheel arches on the footplate. This engine now runs as an oil burner.



The oil tank (with two hatches as noted in the text) towered over the cab of T44 as it rolls along near Willochra on 12/8/69. Photo by M. Billett. The air compressor has been changed and has air cooling fins.







the 1950s the tank was fitted into the top of the high sided tender. About this time SAR had trouble obtaining quality coal from NSW so a lot of its locos were fitted to burn straight oil or oil sprayed onto low quality Leigh Creek coal. This change was done to T class at Peterborough and Naracoorte but not Port Lincoln which remained coal fired. The oil thickened when cold and could not be pumped, so it had to be heated with steam from a boiler passed through heating coils in the tank then exhausted through a pipe on the tender. A simmering T could have three plumes of steam — the compressor, the generator and the heater.

The T was well known to be slippery due to its light axle load. After the track was beefed up blocks of lead were added to the footplate and covered the wheel splasher arches from view. The extra 3.7 ton increased the factor of adhesion from 3.14 to 3.52, but I understand a figure of 4 is considered good for a steamer. The blocks were added in the 1920s to Peterborough engines.

The fitting of auto couplers to the tenders began in early 1963 as the ore hoppers were being changed over for hauling increased loads. The lubricator over the right hand cylinder was not added until the 1950s. A Flaman speed recorder was fitted in the cab of those engines allocated to work the Broken Hill Express. This meant a change to the windows in front of the driver. Most smokebox doors had retaining locking levers like the hands of a clock, but a few had a small hand wheel.

The installation of the boiler blowdown muffler above the boiler appears to have begun in the 1940s. Photos suggest most engines had what looks like a large upturned fruit can with a hole in the top. Some, including T 48 and 244, had, in 1953, another smaller cylinder on top.

The compressor has always been above the left cylinder but piping has been added to it. A small enclosed pot (air filter) was added ahead of it and mounted on its edge. Sometime after 1940 the compressor exhaust was shifted to

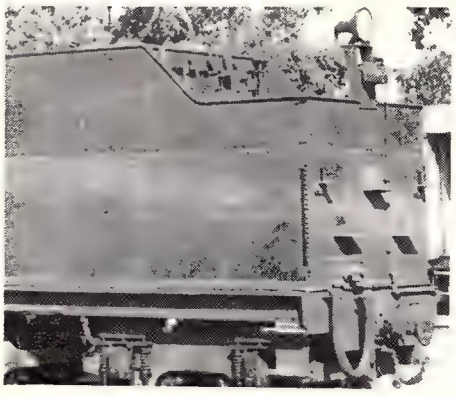
Continued on page 35

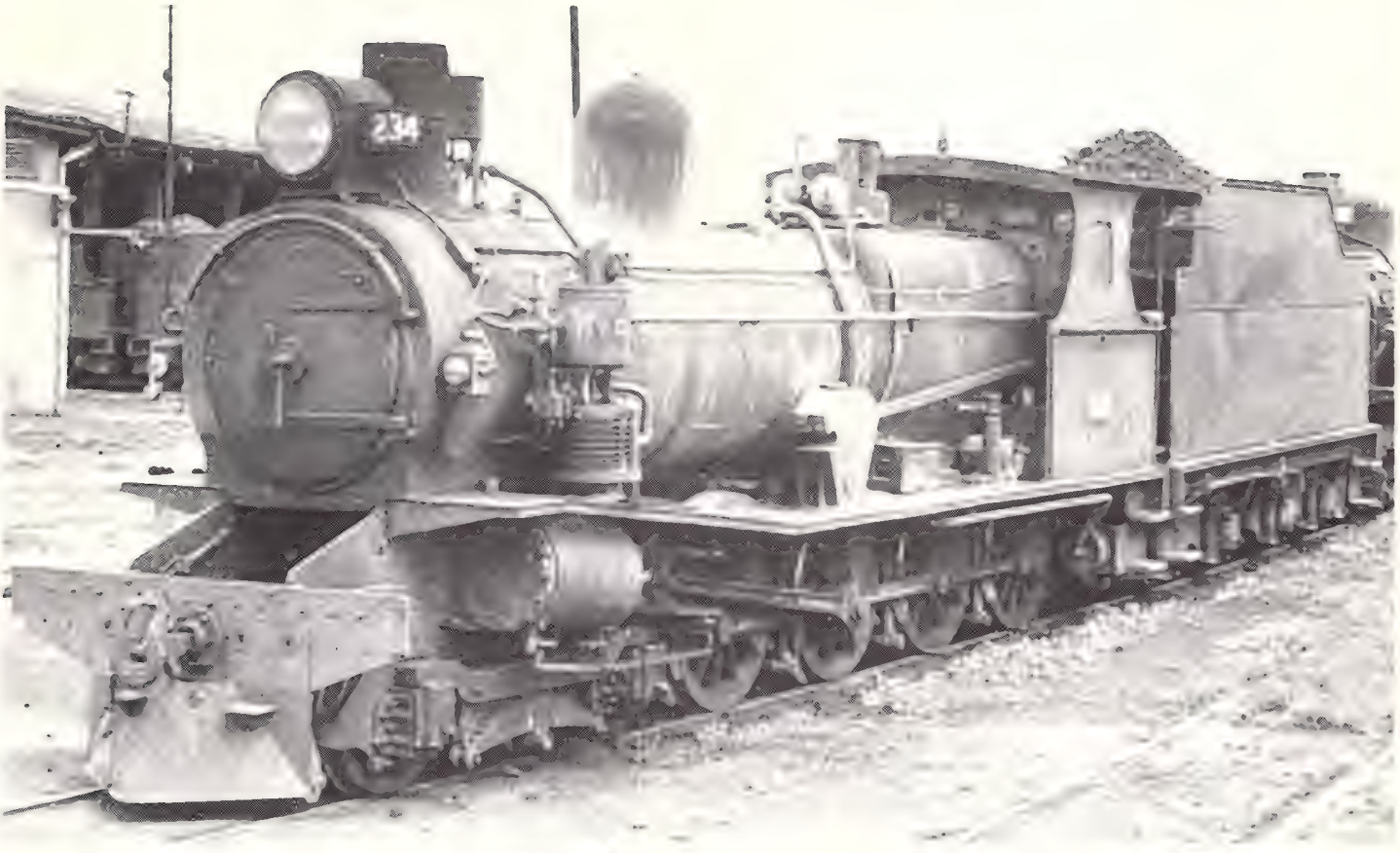
Top left: T214 at Quorn in 1952 shows the pipe cowcatcher style, filter can near the compressor and what appears to be the old style funnel without the copper cap. D. Colquhoun photo.

Centre left: Oil tender with two hatches of T199 at Summit on a tour train shows the lidded drums for water treatment blocks and a small domed breather vent. Photo on 7/10/67 by Murray Billet.

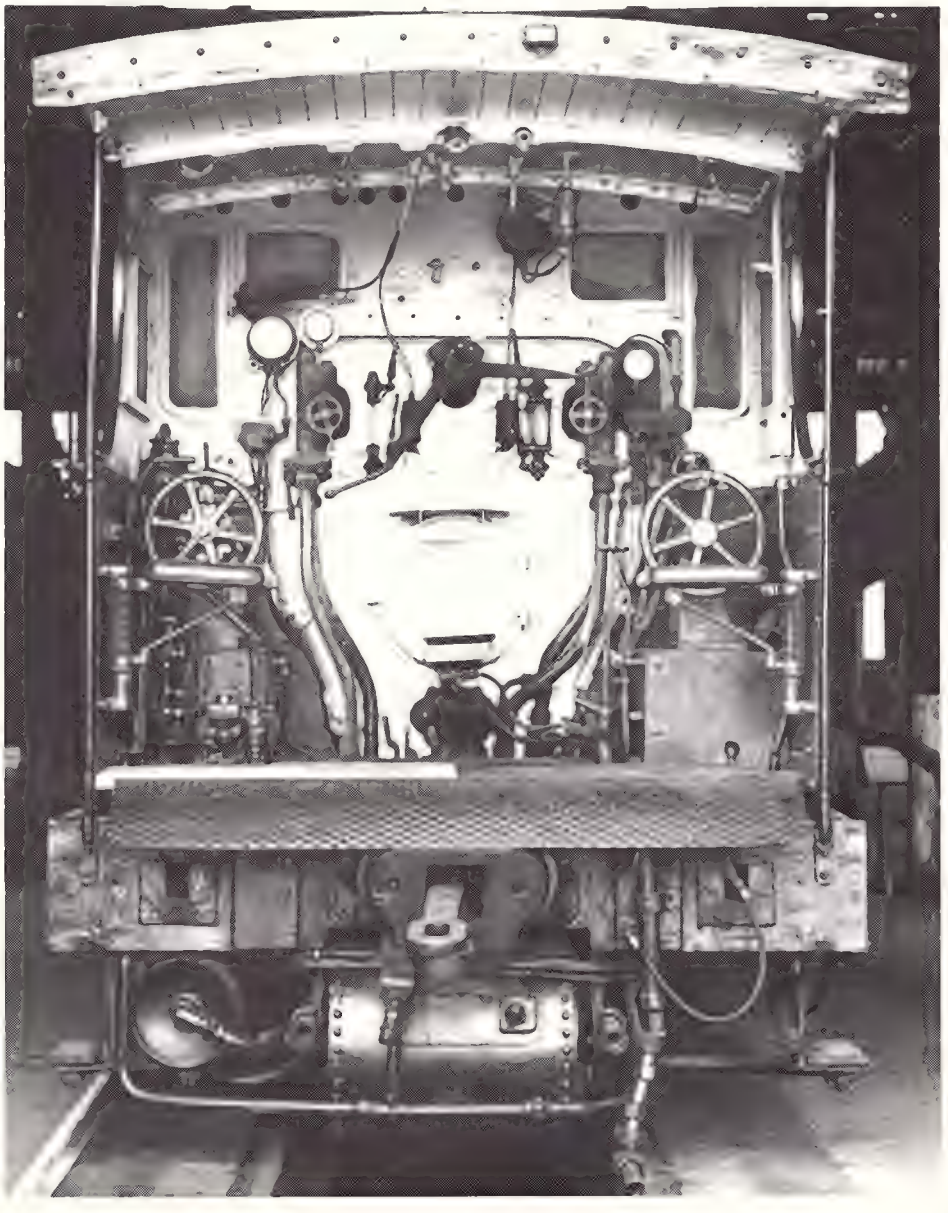
Lower left: The crew put their strength to the bar as slowly the Quorn turn table starts to move. The selection of spanners and clamps on the rear deck all have their correct position. Judging by the length of the shadows it must be midday as Murray clicked the shutter on 2/12/68.

Below: The railcar type light fitted to the rear of T214 at Port Lincoln in 1959. Photo by Brian Brooke





T234 at Port Lincoln on 4/10/59. It is yet to receive the Cyclone front end smoke box extension. The funnel appears to be the original but without the coppertop. The aircompressor is the later style with air cooling fins. Two features of Port Lincoln T class were the lack of adhesion blocks and an enlarged sandbox of the 'banjo' style which had a section removed to allow access to the joint in the reversing linkage. Photo by Brian Brooke from the K. Bird collection.



Cab detail of oil burning T199 prior to display in a park at Peterborough. Photo by Phil Curnow.

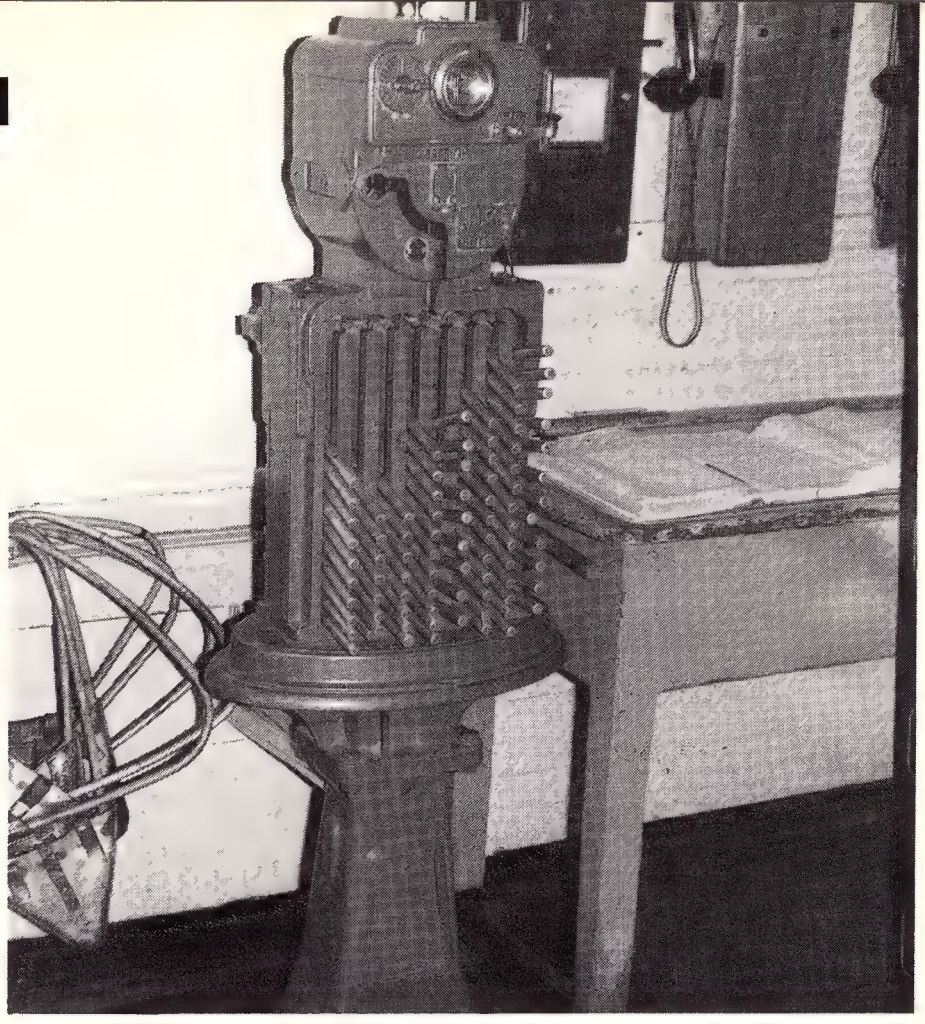
Cab detail of a T fitted with Hasler speed recorder for working the Broken Hill Express. The window layout in front of the driver was changed. Billett collection

Mechanical Signalling . . . Single Lines-2

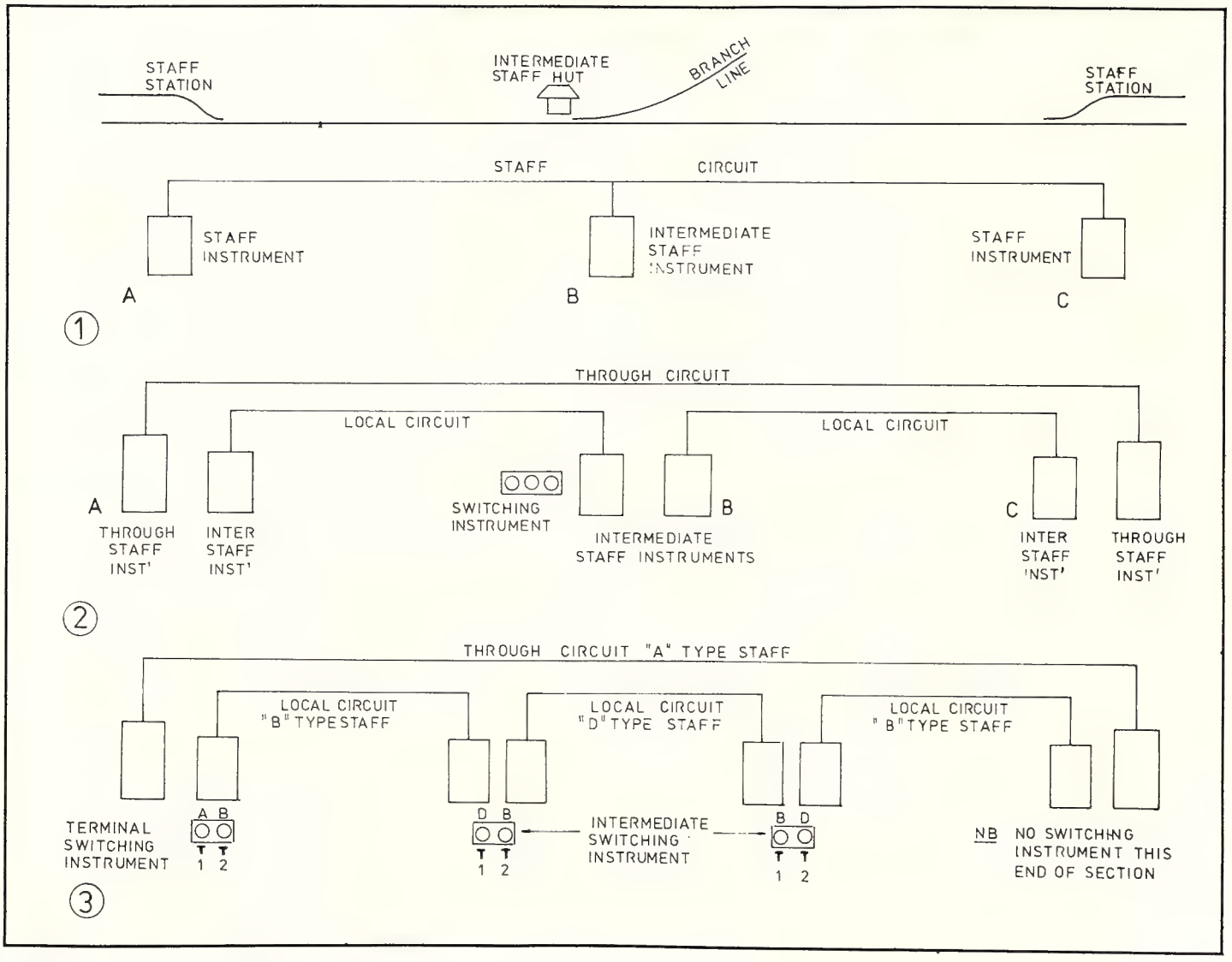
Ninth in a series by Arthur Perry

Intermediate Staff Instruments

Sometimes a branch line or a siding exists partway through a staff section where trains may pull off completely clear of the main line for considerable periods of time. With the systems already described this would disorganise traffic flow completely through the section until the said train finally cleared it. To overcome this 'Intermediate Staff Instruments', or their equivalent, are used to divide a section into



100 staff capacity 'Miniature Electric Staff' instrument at WIMBLETON. N.S.W Intermediate Staff instruments in New South Wales are similar, having a twin needle galvometer instead of single needle one (top centre) and no bell key (top right). Cane hoops for staff exchanging, train register book on table and telephones complete this scene. R.T.Taaffe photo.



two or more portions when required, and to allow a staff to be withdrawn from or placed in the staff instruments at intermediate locations as well as each end of the section with adequate safeguards provided.

As 'staff working' is rare on model railways and as these particular variations can only have limited application on home layouts, we will only outline them.

N.S.W. Practice

New South Wales Railways is virtually unique in providing a special 'Intermediate Staff Instrument' without bell keys, that is wired into the circuit of the main instruments for the section. A staff can only be withdrawn from the intermediate instrument with the co-operation of both stations at each end of the section. Through trains operate in the normal manner.

Victorian Railways

To simply divide a staff section in two the V.R. provide three separate sets of staff instruments, a normal set which becomes the 'Through Circuit' for normal operation through the section, plus two separate 'Local Circuits' (Fig. 1). A special 'switching instrument' at the intermediate point provides interlocking between all three circuits by requiring a through circuit staff to be held in it before a local circuit staff from either or both of their circuits is released for use. Similarly they must both be in the switching instrument before a through circuit staff is released for use.

Multiple Division of Staff Sections

A variation of the above system permits a staff section to be divided into more than two portions, by provision of a series of 'Local Circuits' (Fig. 2), with 'Intermediate Switching Instruments' provided at each intermediate point, and a 'Terminal Switching Instrument' at one end of the section only. This latter feature is limiting in that it requires the introduction or withdrawal of the divided working by one particular direction of traffic flow, complicating timetabling.

Composite Staff and Block Working

This working is only intended to facilitate relatively close following moves with greater safety than 'Staff and Ticket' working, not for a train to pull off clear of the main line at some intermediate point. The staff circuit through the section is used in the normal manner for through working, but when following moves are to take place the staff can be divided into (up to) three sections, where 'Ticket A' and 'Ticket B' are the end pieces and the 'Staff' is the centre piece. When only divided into two, 'Ticket B' and 'Staff' remain joined together.

Three block instrument circuits are provided through the section (Fig. 3) and only one train is permitted between any two block stations while composite working is in force.

Mechanical Signalling . . . Single Lines will be completed in the next article in this series.

Previous articles in this series are:-

An introduction to Railway Signalling	*Mar/Apr 79*
Railway Signalling Terminology	*Jul/Aug 79*
Auto Single Light Signalling	*Sep/Oct 79*
Auto Two Light Signalling	*Nov/Dec 79*
Mechanical Signalling	*May/Jun 80*
Train Order Working	*Mar/Apr 81*
Automatic Crossing Loops	*October 81*
Mechanical Signalling - Single Lines	*April 82*

THE T Class 4-8-2

Continued from page 33

The tools for keeping a steam loco in service can be seen in the above photograph by Norm Macauley, from the Leon Oberg Collection.

behind the funnel. Most engines had another 'fruit tin' over this pipe to act as a muffler. Photos show that in 1953 T 214 and 244 had only a pipe, which suggests that the tin was fitted after the exhaust was shifted instead of at the same time.

The front buffing plate has changed also. The original cowcatcher was made of tubing and some had various shaped plates added under where the coupling safety chains rubbed. Apparently this type of catcher collapses when struck and can fold back under the beam toward the leading bogie wheels. It is very difficult for crew members to remove it out along the track. A stronger pressed steel plate was fitted but it lacked the row of holes typical of the broad gauge style as fitted to the Tx. T 214 and 244 still had the pipe catcher in 1953.

Another small detail change is that some locos, including T 199, 220 and 253, had small triangular shaped extensions above the buffing plate. These covered the ends of the frame supports which ran horizontal instead of sloping down.

Known to have worked on South Eastern Division in 1935-1957 period: T 185, 197, 203, 47.

Known to have worked on Port Lincoln Division in 1925-1970 period: 23, 45, 46, 48, 50, 180, 185, 197, 203, 207, 209, 210, 212@, 214, 216@, 217, 229, 231@, 234@, 238, 241, 243, 246, 256.

@ Not fitted with cyclone front end in 1953.

All engines were coal burners.

All had banjo sandboxes.

None fitted with adhesion blocks.

Large lamp on rear of tender.

Last in service: 45, 48, 209, 214, 234, 241 in 1969.

Last mainline working: T 45 to Kapinnie 1/5/69.

Distinctive features of Peterborough engines 1965-1970 period:

Ex Port Lincoln and fitted with adhesion blocks: 23, 50, 185, 243.

Retained 'banjo' sandbox through until scrapped: 185.

Coal burners: 23, 50, 182, 185, 200, 218, 224, 240, 243, 248, 251, 253.

Oil burners: 44, 181, 186, 199, 206, 211, 238, 244, 255, 257.

Twin tank oil tender for Hawker run: 44, 199, 211.

Other engines in use but not photographed by author.

AMRM NEWS

Last Issue — Corrections.

In the June 1982 issue of AMRM a couple of errors crept into some adverts that could have been misleading to readers.

In the Bergs Hobbies advert on page 53 the price of the 73 class was mistakenly printed as $175.00. It should have been $195.00.

On page 50, in the Broad Gauge Models advert the date for closure of investment casting orders was June 3rd. The date should have been June 30th. BGM still have some castings available. Broad Gauge Models advise that the castings were becoming too expensive to produce and so were being withdrawn.

The author's name was inadvertently left off 'A High Sided 'B' Wagon' last issue. The author was, of course, Ron Cunningham.

In the review (last issue) of the 44 class detailing bits by Craftsman Models last issue, the reviewer suggested that the parts could be used for the South Australian 930 class. This is incorrect. We are however happy to advise that Craftsman Models have prepared a brass etching for the 930 class loco and it should be available soon.

Page Twelve,

This issue we present the first of what will be a regular feature in AMRM. Entitled PAGE TWELVE, the page will be devoted to photographs of models that have been built from scratch or modifed from a kit or model. Models will not be restricted to Australian prototype models.

Readers are encouraged to participate in this page by sending in photographs of models for inclusion. A single photograph or a page full is welcome, along with some details of the modification or construction method used.

Preferably photographs should be glossy, sharp and black and white, although colour prints are OK as long as the contrast is even and the background clean.

Brass Models for the Minority.

Last issue we made mention of a survey being conducted to assertain the need for (and the models required) ready to run models for the minority interest modellers, e.g. narrow gauge, HOn3, Sn½, TGR, QR, etc.

Although the survey does not close until the end of August 1982, the initial response has been very poor. We are aware that a lot more modellers are interested in this field. If you do not speak up soon there is little chance of any consideration be given to your specialised field by any one, including brass model manufacturers.

Regearing Lima 44s

The first run of Lima 44/930 class diesels were

Continued over page.

AMRM NEWS

Continued from page 35

reputed to have fast, weak motors and 'couldn't pull the skin off a rice pudding' capabilities. This reputation has stuck for years despite the endeavours by some to slow down the motors with electrical (and some non-electronic) means.

Concord Hobbies have taken a new approach in the belief that the motor is OK but the gearing wrong. AMRM has been assisting with some testing. The results have been remarkable and virtually doubled the load a 44 could haul. More details will be printed once the final gear ratio has been settled.

Prototype News

Modellers interested in prototype operation are able to keep in touch with current railway happenings in Australia and New Zealand via magazines published by the various railway systems or by enthusiast groups. Below is listed a few that may interest some readers.

RAILS . . . covering New Zealand Railways is published by Southern Press Ltd., PO Box 50-134, Porirua. Wellington, New Zealand. A year's subscription (12 issues) costs $NZ10.50.

TASMANIAN RAIL NEWS is published approximately bi-monthly by the Tasmanian Division of the Australian Railway Historical Society. Details can be obtained from the Secretary, PO Box 162, Sandy Bay, Tasmania 7005.

The New South Wales DIGEST is published monthly by the NSW Division of the Australian Railway Historical Society. Details can be obtained from the Membership Officer, PO Box E129, St. James 2000.

NEWSRAIL is published monthly by the Victorian Division of the Australian Railway Historical Society. Details can be obtained from the Membership Officer, Box 5177AA, GPO, Melbourne 3001.

CATCHPOINT, covering South Australia is published by The Mile End Railway Museum, Adelaide.

The RECORDER, covering the South Australian scene is published monthly by the South Australian Division of the Australian Railway Historical Society. Subscription details from PO Box 507, GPO Adelaide 5001.

SUNSHINE EXPRESS, covering the Queensland scene is published monthly by the Queensland Division of the Australian Railway Historical Society. Details from GPO Box 682, Brisbane 4001.

WESTERN RAIL, covering the scene in Western Australia is published monthly by the West Australia Light Railway Preservation Society. Details from PO Box 237, Cloverdale 6105.

The bus scene is covered by FLEET LINE, published monthly by the Historical Commercial Vehicle Association. Details from GPO Box 3255, Sydney 2001.

ELECTRIC TRACTION, covering the tramway and electric power scene is published monthly by the Australian Electric Traction Association. Details from GPO Box 1017, Sydney 2001.

NETWORK is the glossy magazine that covers Australian Railways. It is published quarterly by the Railways of Australia Committee. Subscription details from 325 Collins Street, Melbourne 3000.

1982 Model Railway Exhibition

For the first time in about seven years Adelaide has been the setting for a large model railway exhibition. The show was held at the Aulden Manor Restaurant at Glenelg and was in aid of the Channel 10 Children's Medical Research Foundation. The TV adverts no doubt contributed to the attendance on both the Sunday and Monday of the Anzac long weekend as queues formed outside the entrance even in steady rain. We understand that the organisers are more than pleased with the attendance as they have begun planning another in a larger site with a possible date being September 1983.

A variety of layouts in scales ranging from Z to LGB were on display plus exhibits by several traders. No awards were presented this time; however, the eighteen months until the next should give both organisers and exhibitors a chance to build on lessons learned in 1982.

Considering that the exhibition was arranged in about three months from idea to fact the organisers deserve all praise that comes their way.

Wahl Oil

Since our remarks on the use of the hair clipper oil being used as an aid to track cleaning (AMRM NEWS

Continued on page 45

MAIL BAG

A Letter to AMRA and SCMRA/AMRM

The question of standards for HO model railways in this country has been mentioned of late in the publications from both associations.

It seems ridiculous to me that in a country such as ours the two national associations publish differing sets of standards.

The SCMRA (Southern Cross Model Railway Association) appears to have taken the American NMRA (National Model Railroad Association) standards as the norm and reviews in AMRM on trackwork and wheelsets seem to be judged by these standards. The AMRA (Australian Model Railway Association) have their own set of standards and gauges and some wheelsets (Sentinel) appear to have been produced to these standards.

Surely it is time for both associations to get together and work out one set of standards suitable to the needs of the Australian modeller. Just as important is the need for all concerned to actively encourage manufacturers of Australian outline equipment to conform.

One area where both associations seem to agree is the recommended coupler, this being the NMRA coupler. This coupler has one distinct advantage over couplers from the European manufacturers, it is attached to a model in essentially the same place as the coupler used by most serious modellers of the Australian scene, the Kadee.

It is a fact that there are those who only used ready to run models and there are those who build their models down to the last rivet, but perhaps the majority are those who use a little of each and are progressing from proprietry to scale. Surely a standard which makes changing as painless as possible is good for manufacturers aiming at either end of the market.

One manufacturer, Lima, who have given us some superb ready to run Australian models, does not conform to either set of association standards in respect of wheel profile and coupler type.

This is just one manufacturer! Most of the others (Japanese, Korean and Australian) do conform. If the associations believe in the value of their standards now is the time to stand up and be counted.

The suggestion in AMRM that manufacturers cater to Lima is I believe a backward step. What next; should the wheelset makers change to the Lima profile? Lima may currently be the leader in the Australian ready-to-run marketplace, but will they always be in that position.

I would suggest that we DO NOT let practicality be the order of the day and that we DO learn from the mistakes made overseas and promote standards suited to all our needs.

So how about it AMRA and SCMRA, get your heads together, for the future good of the hobby in this country, work out a common set of standards which meet the needs of ALL Australian modellers, setting aside any personal sacred cows, and stick to them.

R. Comerford,
Lake Cargelligo.

Sir,

Thank you for producing an excellent magazine for modellers in Australia. You and your staff are doing a fine job.

I'm only new to the hobby and I was wondering if you could answer a few questions I have?

Firstly I have some mixtures of track, locos, diesels and rolling stock, all of which I have collected over the last year.

My first models are a Triang loco and a diesel plus rolling stock and passenger cars. These are about 20 years old and I think they are 'OO' scale. I must mention here that I am modelling Australian (NSW and Victorian). These models have not been used for 15 years but I have tested them and with a smear of oil they were working again.

Since I found them in an old dusty box I have renewed my interest in railways, so I have gone out in the last year and bought rolling stock, locos and diesels plus points and track.

I didn't realise that Hornby only made 'OO' scale until I was reading your magazine one day. Because I bought a Lima C38 and a 'TAM' and 'MBE' coaches and then bought Hornby models of Australian prototype, can all these models run together (HO and OO scale) and look OK? Also I have a British Inter City train with 3 (OO) coaches and a BO-Bo diesel. Can these be converted to an Australian model?

Track is my next problem. I have a mixture with flexi track (Tyco and Hornby). Can all this track be used together, the Tyco is steel and the Peco is nickel silver and the rest is steel, I think.

My aim is to build a layout (HO) about the size of 15ft by 4ft, modelled on Australian prototype.

I was also wondering if you have produced an article in your magazine about the scratch-building of a NSW or Victorian turntable?

As you can see I have gone out and bought bits and pieces without any thought or reference to magazines on the hobby. As a matter of fact I only came across your magazine by accident in a hobby shop, or should I say railway shop, that is very close to where I live. I don't know what I've been missing. Yours is a job that needs more accolades from more people.

Anyway, I hope you may be able to help me in some way and I am looking forward to hearing from you and your first issue in 1982.

Chris Purcell
Holland Park 4121

This letter is common to many letters we receive at AMRM and we answer it publicly in the hope that the relative answers may help other modellers:

a. While there is an obvious physical difference between HO and OO scale models, they can run together on the same 16.5mm gauge track. The problem of running the two scales together is generally in the couplers, which differ according to the brand. Modellers choosing to run different brands and different scale equipment together will have to decide upon a specific coupler and accordingly convert equipment to accept the new coupler. So far as look is concerned, this is solely the modeller's opinion.

b. Nothing springs to mind for converting a British Intercity set into, although there is little doubt that imagination and a paint brush can work wonders with any model. Perhaps a reader can help? Obviously the XPT is foremost here.

c. While all the track mentioned have a common gauge, some mechanical and geometric problems will exist when trying to add it all together. (Different manufacturers have different radii, etc.) The choice of brand and style of track used is usually determined after a little experience.

(Editor)

Sir,

I wish to congratulate the editorial staff of AMRM upon the high standard attained in the production of the magazine.

I was particularly impressed with the article on the 49 class in a recent issue and the montage supplied by Messrs Mead and Cotterill.

Would it be possible to have a similar article on the 47 class?

M. Morahan,
Doonside 2767.

A prototype article will be supporting Stephen Ottaway's "Building Branch Line Diesels — 47 class' in the October 1982 issue of the Australian MODEL RAILWAY Magazine. (Editor.)

Sir,

I am in receipt of my June 1982 issue of AMRM and as usual it is a valuable source of information. Both the prototype and modelling articles are essential to anyone attempting to model the Australian scene. Without AMRM it would be far more difficult; nevertheless, occasionally mistakes or incorrect information does creep in. Such is the case with the 'C' class prototype article (AMRM, June 1982). As I have never contributed to the magazine I do not intend criticising. I am writing purely to correct the errors to assist those relying on the information in the artle for modelling purposes, or prototype knowledge.

The reference to the locos not having the standard wings on the No. 2 end is correct, but at least one (C501) did have them applied by Clyde, but they were painted out before delivery. A close inspection will show the outline of them on the rear of 501.

The 'C' class develops 2237 kW (3000HP) for traction, the 2460 kW mentioned is total 3300HP (kW). 300HP is used to drive auxilliary equipment and is not directly available for traction. This was stated in the Technical details but not in the article as such.

The 'C's are used on the Western line as stated and the North East standard gauge. They are not available for traffic on the N.E. broad gauge under any circumstances. The broad gauge limitation is Melbourne-Serviceton (now Adelaide) via Ballan or

via Tottenham-Brooklym loop — North Geelong — Warrenheip only. The total weight on rails is 134.15 tonnes (132 tons), 22 ton axle load. This restricts them from all other lines.

They are occasionally used on interstate passenger trains on both gauges. Their use on the #8120, the Up Overland is rare but if #9133, the Down steel train is late arriving at Serviceton, rather than delay 8120, waiting locos of 9133 (a 'C') could be used (and occasionally is) to run the passenger.

According to the 'C' class Operating Manual the gear ratio of 59:18 does provide for a top speed of 82 mph or 133 Km/h as stated. However the maximum permissable track speed is 80 Km/h not 95 Km/h as mentioned in the article. When running the Overland in both directions between Nhill and Serviceton 'C's are permitted to run at 115 Km/h except when running over points at Nhill, Tarranginnie, Diapur, Miram, Kaniva, Lillimur and Serviceton, when the speed must not exceed 80 Km/h due to the points not yet relaid with 60 Kg rail. As the relaying proceeds, no doubt this high speed running will increase accordingly.

The broad gauge 'C's were equipped with Motorolla Radio Converticoms for use on VicRail, not A.N.R. as stated. The units accept Motorolla MX330 hand radio units which can be removed for portable use and use UHF frequency, whilst A.N. use VHF and their portable units will not fit the V.R. equipment.

The 'C's equipped with radio carry the international 'flash' (insignia) with the addition of the words 'Radio Equipped' (on the cab side).

The 'C's were built by Clyde at their Rosewater (not Roseworthy) plant and are now a regular sight back in Adelaide with the 'thru' running which commenced in January, 1982. Three trains a day work out of Melbourne with 'thru' locos, the trains being 9121, 9127 and 9147 returning on 9120, 9146 and 9130. All weekday traffic.

On Sundays 9132 regularly runs with three 'C's and one occasion I saw it arrive at Serviceton from Adelaide with four 'C's and one 930, the latter being taken off there. This train is usually in excess of 120 vehicles (4 wheelers) and runs at around 2100 tonnes. (All trains are calculated as four wheelers for crossing purposes.)

Finally I must stress I am not attempting to be unduly critical, I am only attempting to correct mistakes. The photo section was very good as were the plans.

I only hope the prediction that we might see an orange 'C' never eventuates; on the 'B's yes, but the 'C's, no way. I think we stand a better show of seeing a green and gold 'C' before that (minus yellow bogies of course).

Once again, congratulations on a fine publication.

Bob Lawrence
VicRail Loco Driver
Dimboola 3414.

Sir,

I have a problem related to the "E" trains which ran on the Frankston and Lilydale lines from 1924-25 to 1959. These trains consisted of several swing door "dog box" type suburban electric cars drawing a train of country passenger cars. The electric cars were exchanged for a steam locomotive at the electric terminus proceeding to their respective destinations.

Unlike the Tait trains plying the electric suburban circuit the swing door motor cars had destination rolls including such termini as MORNINGTON—STONY PT, MORNINGTON—RED HILL, LILYDALE—HEALESVILLE and LILYDALE—WARBURTON. My dilemma is: where on the destination rolls did these lables occur? I would be most appreciative if some knowledgeable reader could inform me about this — or, better still, to give the actual order of terminus names appearing on the "E" train rolls. Unfortunately Vicrail cannot assist here — they do not appear to have kept the records pertaining to this.

Julian Garrood,
Frankston 3199.

Sir,

In answer to Jack Coade's letter in April 1982 AMRM regarding the problem he has encountered in 'O' gauge, may I suggest that he join a model railway club. with Jack's evident ingenuity some of the problems he mentioned could be overcome with help from fellow club members.

Take for example the requirement for soale corrugated material in 'o' gauge. Some 18 years ago I came across the same problem, so I built a 'corrumangle' which produced scale corrugations using 0.005" aluminium sheet. The material was first cut into strips of the required width, then simply fed through the mangle. This machine has always been available to fellow club members of the Victorian Model Railway Society. Even some of our well known club members, who have contributed to this magazine, have used it to produce scale corrugated cement sheeting, in HO scale.

I started using code 125 rail many years ago, but once its non-existence became evident, I switched to code 100 rail and found it looks more prototypical and is just as easy to lay.

Bogie side frames, which are non existent for VR prototype in 'O' gauge, can be produced by first making an accurate pattern from styrene. From this, a silicon rubber mould is produced. When cured, castings in type metal with a little lead added, are poured using a ladle and blow lamp. This method has been described on numerous occasions at club meetings. Sprung bogies can be produced by this method, but I find this completely unnecessary.

As for 'O' gauge articles in AMRM, it must be realised that in this scale, when modelling Australian prototype, everything must be built from scratch. So little time is left to write about one's modelling techniques. However, I have promised the editor that the articles I have endeavoured to prepare will eventually be completed as time permits.

Harry Bender,
Bentleigh 3204.

Sir,

Responding to your comments in the AMRM News, April 1982, referring to Mr J. R. Eassie's article.

You are right of course, when you infer that the majority of us are too lazy to help ourselves. You ask us, what do we want? Do we require underfloor detail? I believe the answer is a strong yes. So often we read and hear comments that Triang & Lima are aimed at the Toy market. Buy any Triang or Lima rolling stock and what do you get? Brake shoes, Brake cylinders, Battery boxes and hand break mechanism.

Mr Eassie's Company "Trax" claims to make Australian Prototype Models. As such, they should have as a minimum, features and details to equal a toy, including Decals. Mr Eassie's comment, that it would add two dollars to the price of the Kit is not a logical reason. If it is necessary to drive from one side of Sydney to the other to obtain various accessories, not always obtainable from the same Hobby shop, or on the same day then I will not buy the basic item.

Provide a model in Kit form, detailed at least to "Lima" standard and I will build Australian Prototype.

Richard Hall,
Cromer 2099.

Sir,

When I was rebuilding my layout I purchased several Peco HO points to use on the layout and I was wondering what to do with the plastic bags in which the points came.

I experimented with a Friedmont FO and single deck Sydney suburban car in separate bags. I found that the cars fitted nicely in the bags and there was plenty of room for the pantograph of the power car.

This suggestion may help other modellers with the keeping of dust off their models as well as recycling these bags for further use.

Being a S.R.A. employee as well as living near the Western Line, sometimes I see the Indian Pacific go through and some days this train has a NLKY in front of the power van. This louvre van does not return on the abovementioned train. Modellers can add a Rails North KLY (NLKY) to their trains and it would not be out of place behind the loco.

D. O'Brien
Seven Hills 2147

Sir,

Recently reading through a couple of my back issues, in your column, Commercial News, I noticed the name Bill Parkinson and Australian Transport Models, and that he had models of Australian buses. I am very interested in hearing that someone models Australian buses and was wondering if you had his address or would be able to obtain it for me.

Also in a future issue would you possibly be able to do an article on NSW PTC 61'6" wooden, and the double deck electric passenger carriages, with perhaps a colour feature showing both colour schemes of red, and blue & white plus black and white detailed photos and different logos used on the carriages as not much material is available of these units, and I am intereted, as I am sure many other people are, of modelling them. Thank you very much.

Sasha Brown
ACT 2608

Casula Hobbies were taking orders for the ATM buses, but at present they have been withdrawn, due to the lack of imported parts.

We would be interested in publishing an illustrated article on the suburban electrics, but like most articles for AMRM, an informed reader will have to write the article and supply photos. (Editor.)

Sir,

Articles on 'O' gauge.

In recent issues of Australian Model Railway Magazine I have noticed letters asking for, and also criticizing the lack of articles on 'O' gauge.

In the February 1982 issue, a fine article on an 'O' gauge signal gantry appeared. This may make the critics rejoice.

During the early 1950s a magazine 'Hobbies Illustrated' was produced and printed in Australia. Those over forty years of age should remember this magazine. Although not exclusive to railways it did contain at least two very good articles by a Robert C. Harvey of Kogarah, NSW.

One in particular was his description of constructing a C36 class steam locomotive. It may be possible that the author is still alive and would be willing to arrange for this article to be reprinted in AMRM. It may also be impossible because of copyright laws.

Copies of Hobbies Illustrated are available on loan from the State Library of South Australia and no doubt are available from similar institutions in other states.

Most articles whether 'N', 'HO', 'S' or 'O' or any other scale are suitable for following in the modellers choice of scale and with a little thought and planning a successful model can be constructed.

Thank you once again for your efforts in producing AMRM over the years.

G. A. Bishop
Coromandel Valley 5051

The numerous articles by the late Bob Harvey were an inspiration to many modellers. We have for some time been considering obtaining the rights to reprint some of the articles but have been hesitant to tackle the task due to the complexities of updating them. If we could obtain a commitment from an 'O' gauge modeller to update (materials, adhesives, etc.) the articles we would endeavour to obtain permission to reprint. (Editor)

Sir,

This is my first letter to AMRM, so I would first like to say how well I think the magazine is being presented. I have a few queries to put to interested readers and/or staff of the magazine.

Firstly: I am a conscientious modeller of NSW prototype in HO scale and am presently constructing a layout. I intend building another layout using American N scale equipment. There is not a lot of model railway equipment available where I live, so most of my purchases are made by mail. I would appreciate it greatly if someone could guide me as to the best line of American N Scale equipment. Bachmann, Kadee, Roundhouse, Rivarossi, etc, etc. Eventually I would like to fit Kadee couplers to this equipment so it must be easily converted.

Also, I wish to purchase an air brush but don't know which brand is recommended, or where to buy it — any suggestions? Finally where I can buy such things as BA screws and nuts and bolts and also drills, taps and dies, etc? I am sure there are many other relatively new modellers who would like to know the same thing.

Brendan Jansen,
Rockhampton North 4701.

Sir,

I'm writing to you about the few firms which supply price lists, photostats or otherwise of their stock. (P.J.P. Productions is one that does — free too, with regular updates.) I'm sure most modellers would be prepared to pay a small fee, say 50 cents, for this service, which would not only benefit the modeller but the trader too.

Also, why not add a "Sketch Pad" page to your mag like they do in "Custom Rodder", but with trains instead? I'll bet there's a fair few of us modellers that are handy with a pen, etc. What do readers think?

Greg Davison,
Ballarat 3350

Let's see sample sketches first, before we make a commitment! Ed.

APOLOGY

Due to a lack of space a number of letter have been held over till next issue. We apologise for any inconvenience caused. (Editor)

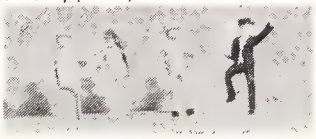
REVIEWS

Figures in HO scale by F & G Models, 47 Forest Park Rd., Upwey 3158. Price $5.30 a set (5) or $4.92 a set of 4.

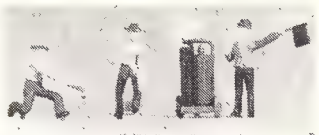
Life on a model rail is essential, and this can be added in detail with small objects such as figures. F & G Models, a new name to the scene have introduce a large range of detail items, some of which are figures.

As supplied in a poly bag, the metal cast figures are painted in acceptable colour schemes, that pick out the relevant details and clothing apparel. The castings are very clean and very finely detailed. Facial expressions are evident, although not highlighted. In most cases the figures have been made with a small sprue attached to one or both legs, for easy positioning on the layout. Simply drill a 1 mm hole and position the figure.

Set. F2 — Loco Depot Men comprises five figures, one (the irritated foreman) with hands on hips, another pointing out directions, one walking with a small bag, another moving a drum and the last carrying a heavy (small) box.



Set. F3 — Train Crew comprises four figures. The driver and fireman are seated and provided with a sprue that can be glued to the side of the loco cab. The other two figures, one in black and the other in blue, are suitable for guard, inspector or station or shed crew.



Set. F4 — Maintenance set comprises three figures and an oxy set. One figure is holding out the green flag, another working a pneumatic drill and the other, in a kneeling position using a hammer. The oxy set is on a two wheel trolley and the bottles are distinctly coloured.

Set. F5 — Workman comprise of four figures in various working positions. One holding an axe and pointing out some aspect or other, an other using a chain saw, another swinging an axe downward, and the last effortlessly carrying a (obviously empty) drum.

The figures are of various sizes varying in height from 19mm to 21 mm. Except for the man carrying the drum all appear to have the correct pose for the designated task, and are suitably attired. Clearly, all figures are of the lean type, for none seem to carry too much weight.

All these figures are very fine models individually, and collectively would be a start for fine detailing, an objective many strive for. Very useful.

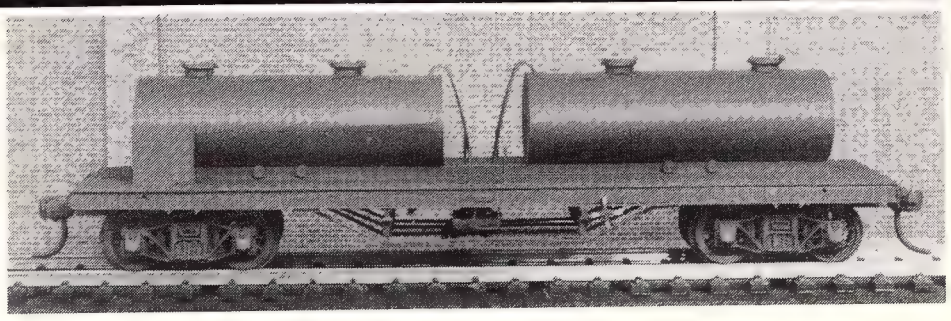
Bob Gallagher

NSWGR 'BMF' bogie milk tanker kit by Rails North Models. Available from Casula Hobbies, Phoenix Plaza, Macquarie St, Liverpool. Price: $13.95.

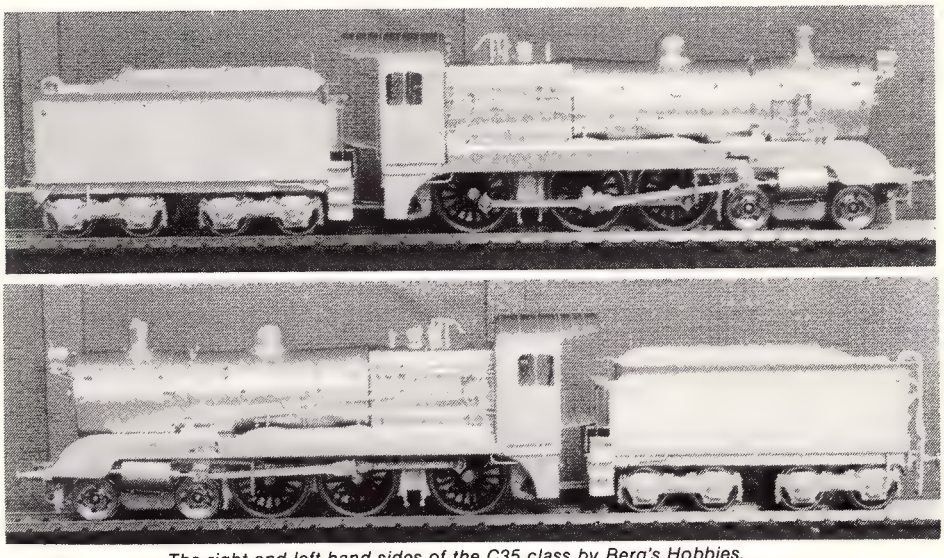
On the New South Wales Railways, milk has always been a bulk commodity carried in special wagons. In recent years this has included the use of glass lined tanks inside louvre vans or on the underframes of old flat wagons.

This kit represents the variety of tankers that comprise two tanks on a flat wagon underframe. It is modelled off BMF 2005, one of the many wagons that carry bulk milk from the country centres to the Sydney area.

The kit comprises grey epoxy castings for the underframe, deck, tanks (2), queen posts, yard brake wheels and air/brake cylinder assembly. Wire is supplied for underframe detail, including truss rods and brake gear, and brass ladder for the ladder.



NSWR 'BMT' milk tank kit by Rails North Models.



The right and left hand sides of the C35 class by Berg's Hobbies.

Accompanying the kit in the poly bag is two pages of assembly instructions, and two screws for attaching the bogies.

The underframe is the same as that used for the BE/E wagon, reviewed in the June 1982 issue, and the same comments apply. The other components, including the deck and the two tanks, are superbly detailed and formed castings.

The deck is scribed to represent planks, the tank retaining brackets clearly formed, the casting very flat (prototypically) thin and free of flash and casting blemishes. The tanks have been cast in one piece and include the loading hatches. Shape of the tanks is oval, and they have been very well cast. It is very difficult to see the mould parting line. The detail on the hatch lids is superb and includes hinge and locking bar.

Although there was very little flash on the tanks, a better model will be produced if any mould parting lines are buffed away with fine wet and dry paper. Before assembly care should also be taken to ensure that the tanks sit down into the correct place, removing any flash under the base of the tanks. It is also important to observe that there is an 'in' and 'out' end of the tanks.

With the above comments in mind, assembly via the instruction sheet is straightforward and rather simple. On the reviewed kit there was no need to drill any holes, for they all had been formed during the casting process.

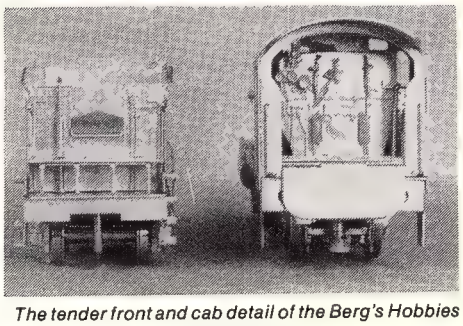
The formation of the ladders was a little difficult, especially as there was insufficient material to complete the two ladders as required.

The only extras required to complete the model were the bogies, couplers and 0.010" styrene sheet for the code boards. Fully assembled the model was adjusted to correct height as per instructions and was correct height for Kadee No. 5 couplers.

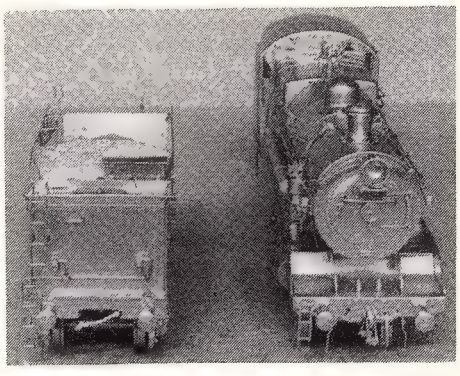
The model, weighing ?? ounces (?? gramms), rides level and tracks true. The coupler pockets provided, also correctly positions the Kadee coupler. These features are a benefit of good design in the original masters.

Although some level of skill is required in bending the ladders and the truss rods, this model should be within the scope of most kit assemblers. It is an excellent model that accurately represents the prototype, and captures the image of the weatherbeaten tankers.

Bob Gallagher



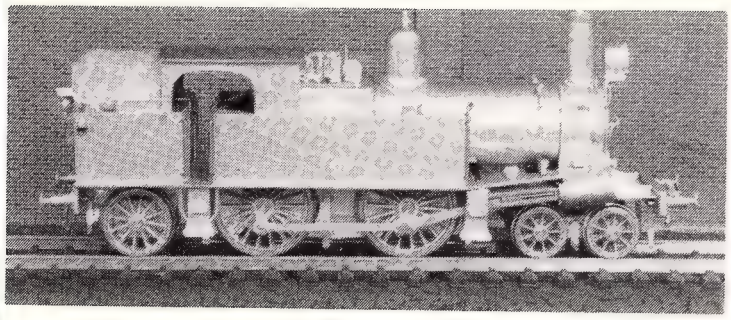
The tender front and cab detail of the Berg's Hobbies C35 class.

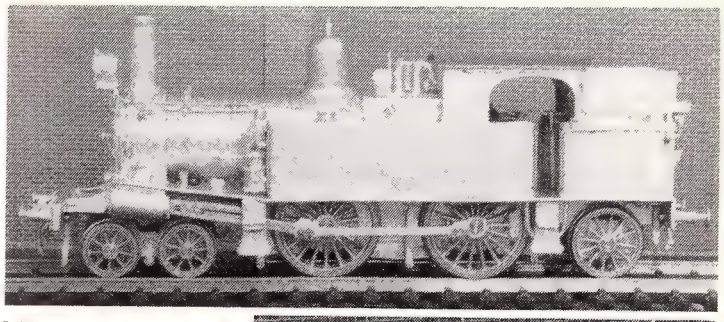


Tender rear and loco front on the C35 class. Note the brackets for holding the coal irons on the side of the tender.

NSWGR C35 class locomotive, in brass by Samhongsa of Korea. Imported by Bergs Hobbies. Price: $365.00.

This thirty-five strong class of 4-6-0 express passenger locomotives was introduced to the NSW system during the years 1914 to 1923. Designated the NN class, they were designed and built at the Eveleigh Railway Workshops, Sydney. With their open cabs and high running boards they had a distinctive Great Western style about them. The 1924 renumbering system caused them to be re-designated the C35 class. Commencing in 1938 they were reboilered and fitted with all steel enclosed cabs, along with skirts and other minor variations.





The right and left hand sides of the Trax NSWR Z13 class.

They were all withdrawn by 1968, with the exception of 3526 under restoration at Thirlmere.

It is becoming increasingly difficult to find superlatives to fit the current crop of brass locomotives, and the C35 class is no exception. It is indeed a top model.

Crafted in brass using photo etchings, brass pressings, investment castings and coined components the model is powered by a 16mm can motor via a floating gearbox to the centre driving axle. All six coupled wheels have pre-blackened centres and are, along with the rest of the wheels, to the new narrow profile. Connecting rods and associated motion are to a scale size and contour, which looks nice and fine. All wheels are to correct gauge. The model has the standard 5000 gallon tender.

The detailing of the model is excellent. It contains the now standard sprung buffers fore and aft, front draw bar hook and screw coupling, loco brake rigging and simulated springs, full cab detail, fold down footplate, tender footplate in simulated wood grain, fire iron brackets in the tender, water overflow pipes, water filler pipe (for trailing water gins) and much more. In fact I could not find anything missing!

The water filler pipe at the right-rear of the tender would indicate that the model is based on 3526. However, the lack of the staff exchanger on the left of the model's tender disproves this. Research tends to show that there were in fact a couple of the class so fitted with the water filler pipe.

On the demerit side I found that the hinged footplate was too long when the tender was close coupled, and does not sit flat. The plate touched on the leading wall of the tender and shorted out. For close coupling, drop the footplate. The tender is drilled to take a Kadee No. 5 coupler.

The model (which, incidentally, is of the post 1938 amended locomotive) runs as smoothly as it looks, and is exceptionally quiet. I was particularly impressed how the leading pony truck leans into a curve without the familiar sideways jolt as on other locos. The whole unit 'flows' around curves. The model was tested on a 1 in 40 grade with a 2'6" radius curve and pulled 5 Lima cars before slipping. A well acceptable load. Running in will improve this even further. A pack of assorted screws is included with each model.

Allan Brown

NSWR Z13 class locomotive in HO scale by Samhongsa. Imported by Trax Model Products, P.O. Box 312, Ryde 2112. Price: $250.00.

With the arrival of the P (6) class (later C32), the C(79) class (Z12 class) became surplus and 20 units were converted to tank units and classified CC(79). This was later changed to the Z13 class. The conversion from the 4-4-0 to a 4-4-2 configuration was undertaken between 1896 and 1902. The tanks were added to the fleet of suburban tank locomotives.

The arrival of the C30 class tank and the electrification saw the demand for the Z13 decrease to the point where the class was spread out over various depots in NSW. Picton loop line working, Yass Town, Coffs Harbour, Casino were included as well as the private coal hauling railways near Newcastle. Further details of the Z13 can be obtained from Ron Preston's book 'Tender into Tank'.

The 300 models were built by Samhongsa of Korea and based on 1307. Photo etching, brass castings and coining along with fine hand assembly produced the model. The body is well detailed with rivets, inspection hatches, cylinder bolt heads, marker lamps and conduits, sprung buffers, (dummy) screwed coupler on front, sand boxes, water filler hatches, front and rear headlights and tool boxes.

The model has the high coal bunker, found on many of the class, but there seems to have been some compromise regarding the height of the water filler hatches. Most units (including) 1307 had extended hatches on the rear tanks to prevent spillage on steep grades. The hatches on the model are all the same size. The front hatches appear too high and the rear not high enough.

The drive is via a sprung motor/gear box/wheel assembly, which compensates uneven track without any interference to running. The driving wheels are the correct profile, including number of spokes and wheel balance weights. The rear (radial) wheel is not sprung and does not have much lateral movement, but this does not cause any running problems. The front pony truck has a 6mm side movement which allows the model to negotiate No. 4 points with ease. Pickup is off the drivers and the pony truck.

General assembly is reasonable, but on the review sample some parts were not on straight, some were bent, the lower edge of the side tank did not marry neatly onto the running board and a step fell off when removing the model from the box, prior to running the model. The wheels on the model were also all out of gauge. While these are minor and possibly isolated items of demerit, it is still some evidence that these models may not have been built to the same standard as other more recent models from the Samhongsa workshops.

Performance wise the model is a beauty. It lopes along, just like the prototype, negotiates No. 4 points and 18" radius curves, has a smooth slow speed and a reasonable high speed and pulls a fair weight for a loco of its size. Extra weight can be added by replacing the lead weight in the boiler and balancing this with added weight in the bunker.

The model is supplied with mountings for No. 5 Kadees on the rear and sprung hook on the front. It is a complicated model to disassemble: this is accomplished by removing two screws at the side of the rear coupler pocket, removing the screw holding the front pony truck and then removing a further screw assembly which attaches into the smoke box.

To re-assemble the loco the smoke box door must be removed and the handrail taken out of the socket on the right hand side of the model. This has to be done to enable the nut for the main holding screw to be held in place so that the screw can connect. This is an example of poor engineering. It would be wise to Araldite this nut in place before painting the model, so that handrail and smokebox front removal is no longer necessary.

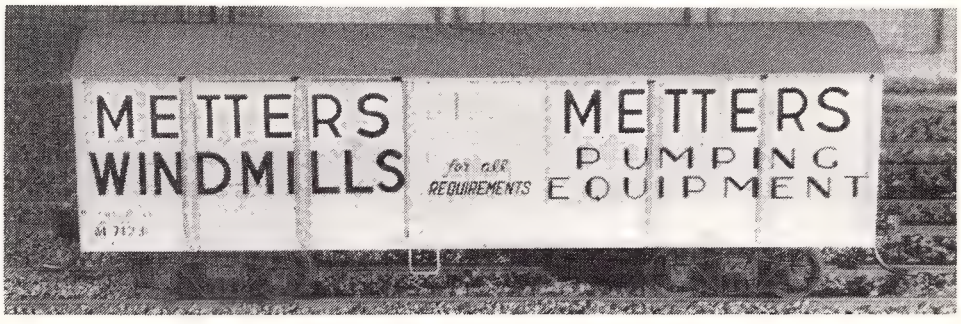
Despite these comments the model has captured the appearance of the prototype and in itself is a very fine model. It is lacking in a back plate but there is no room in the cab for it. There is however a handbrake in the cab. The smooth running mechanism and motion provide for a model that can be used for a shunter, or on a jaunt with a school special.

Bob Gallagher

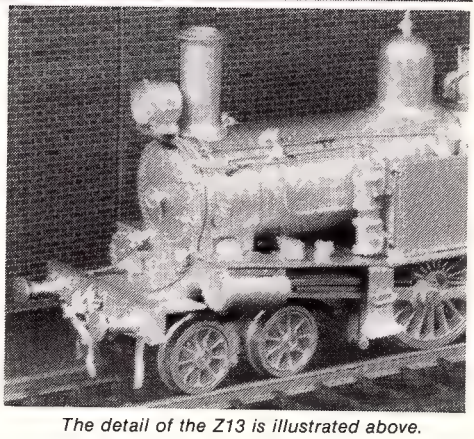
S.A.R. 'METTERS' billboard 'M' van kit in HO scale by Broad Gauge Bodies, P.O. Box 6, Marden 5070. Price: $11.95.

This is the second in the BGB range of SAR advertising vans. The van M7123, carried the Metters sign and livery between July 1945 and July 1948. The van was painted yellow on the sides, black underframe, dark grey ends and roof and the large black lettering is shaded in white.

The kit is a standard BGB 'M' van that was



'Metters' billboard van by Broad Gauge Bodies.



The detail of the Z13 is illustrated above.

reviewed in the November/December 1980 issue of AMRM. The same comments still apply except that the instructions have been upgraded/added to a little. There is an additional information sheet in this kit that refers specifically to the Metters van. This sheet has a photo of the van, relevant prototype detail, colour scheme and decal application instructions. Also included is a section of tape which is a colour match sample for the yellow sides.

The assembly of the kit is straightforward, especially if it is the third kit of the 'M' van assembled. The paint was applied from the mixes recommended and the decal applied to the completed model.

In this kit the decal was cut up into the relevant panels. This made application much easier. The decal worked easily and did not stretch or curl during application. The white shadowing on the decal was complete so there was no need to take the manufacturer up on his offer to exchange or replace decals free of charge.

A very good model is the final product. Impressive and unusual in colour, it is a fine addition to the growing range of South Australian Railways models now on the market.

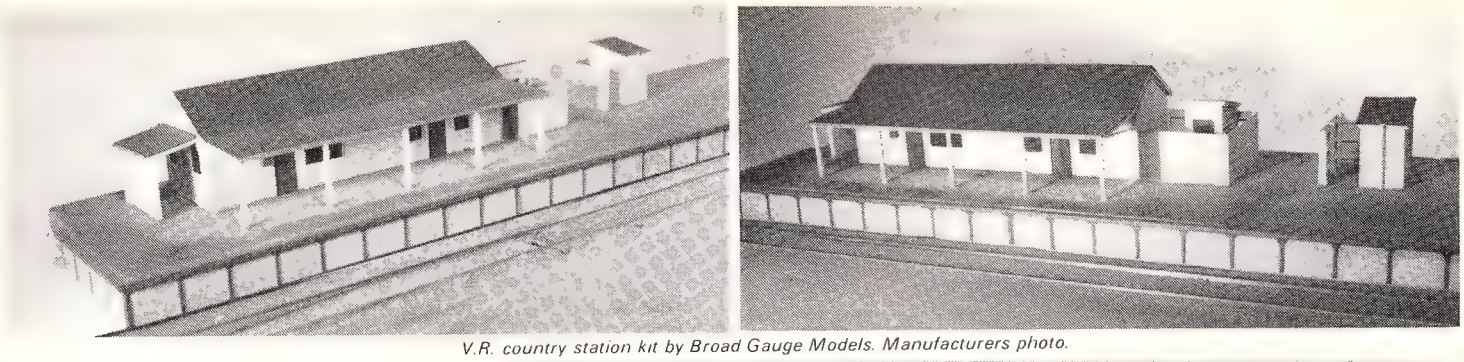
Graham Ball

Coals to Hexham by Kenn Pearce. Published by Railmac Publications, PO Box 290, Elizabeth, 5112. Price: $3.40.

This is another of the Railmac books in the RAIL — General series that depicts rail action in Australia. This 40 page, card cover booklet covers the railways that worked the Newcastle area coalfields of the John Brown empire. The book briefly outlines the history of the system, its growth and gradual demise, as well as listing all locomotives used on the system. Brief notes including introduction and known withdrawal dates are also included. Some very brief notation is made of the numerous classes of rolling stock.

The book is profusely illustrated with photographs showing the various locomotives at work and at rest, and most classes of locos are well covered. The front cover photo, in full colour, is in itself a tremendous illustration of a steam train at work.

Although a small book, it does give the reader an



V.R. country station kit by Broad Gauge Models. Manufacturers photo.

idea of the system and the many classes of locomotives used. It would be of benefit to a modeller interested in this field and many of the photographs would be a handy guide for detailing a model. Because of its size, however, the book does not really cover the rolling stock used on the system, the pit heads, screens or loading bins. It does however 'wet the appetite' for further research into this very interesting field.

Bob Gallagher

Victorian Railway station building kit in HO scale by Broad Gauge Models, P.O. Box 136, Boronia 3155. Price: $21.50.

This structure kit is typical of many small country stations in Victoria, and is made up from two 20' × 12' portable units. Total assembled size is 55' × 20' plus gents toilet.

The kit supplied in a stout card box comprises resin castings for the sides, ends, roof panels, doors and windows, various sized wood strip, a length of corrugated iron, plastic strip, detailed instructions and two colour prints of a completed model.

The main building structure is made up from clear resin castings that assemble together very nicely, without ugly gaps. The castings are flat, free of flash and detailed but being clear are very difficult to work with. Maybe they should be sprayed with an undercoat prior to attempting assembly? The doors and windows, benefiting from the clear resin fit neatly into the specified positions.

The awning on one end is again made up from the castings, as is the toilet hut the other end, but parts of the privacy wall and the awning post have to be cut from the colour coded strip wood. The second, isolated but free standing toilet is fabricated similar to the other unit.

The instruction sheets are well detailed with many illustrations, and assembly is not too difficult to understand once the components have been identified, and that is not an easy task. There is sufficient material supplied to complete the model and the suggested colour scheme is acceptable.

The kit does not include any platform face components, although the photographs do suggest a style that can be modelled. Although this is a fine kit, well designed and superbly detailed there is a requirement for some level of skill to successfully complete the model to a high standard.

Despite these comments it is a kit that could be a good base from which a beginner could start to learn from, as long as he has persistence and patience.

Completed a fine structure, that reflects the prototypical image of a country station.

Bob Gallagher

Along the Line in Tasmania (Book 1) — Government Lines, compiled and published by the Australian Railway Historical Society, N.S.W. Division. Price $3.50.

This sixty page, 250 × 185mm glossy card covered book is the long awaited companion to Along the Line in Tasmania (Book 2) — Private Lines, published originally by Traction Publications in 1972. The present publishers have acquired the assets of Traction Publications, and indicate that further titles in the 'Along the Line' series may be issued.

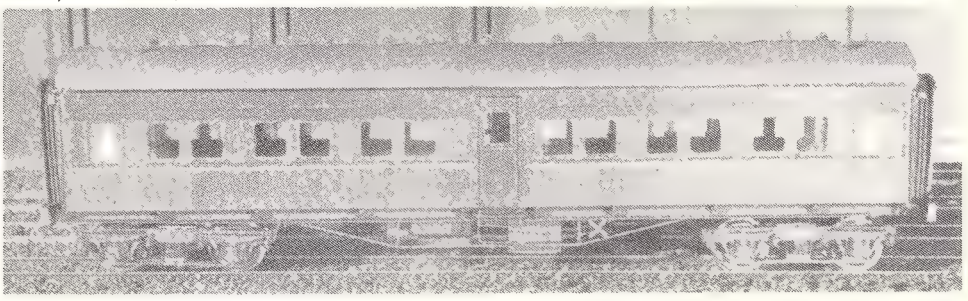
Along the Line (Book 1) contains 59 photographs of Tasmanian Government Railways trains covering the period from the 1920's to the mid-1970's. The black and white photographs are mainly arranged one to a page and are well reproduced. There is a wide range of subjects, covering nearly all classes of both steam and diesel motive power on goods, passenger, and mixed trains, and both steam and diesel railcars. The fact that nearly 90% of these photographs are previously unpublished is a bonus, and this book makes a big addition to the very small amount of previously published photographs of the former TGR system.

The one major downfall of the book is the number of inaccuracies in the captions; these range from the obvious to what could be termed minor. Considering that the book is published by the ARHS, the accuracy of information provided should be of a higher standard.

At least four photographs are given incorrect locations, two of which have previously been published correctly in the ARHS Bulletin. The location of another photo in the Hobart suburban area, listed as unknown, is fairly obvious to anyone with a passing knowledge of the Hobart suburban system, while a further photo shown as 'near Botanical Gardens' is actually nearer Hobart. There is some confusion and inconsistency in the use of the terms diesel-mechanical and diesel-hydraulic, while the dates given to two more modern diesel photos are suspect. The incorrect labelling of coal and oil-fired steam railmotors perpetuates an error arising from Cooley's 'Railroading in Tasmania'. Even the colour cover photo does not escape, with the locomotives incorrectly identified as M4 and M5 (should be M6 and M5). Similarly the classification of DP10 as an RM is also incorrect. The map included at the back also contains some errors and omissions.

In summary this book contains a good collection of photographs containing a wealth of historical material, but is marred by some instances of incorrect captioning. Worth buying for the photographs.

Michael Dix



NSWR 'FG' coach by T.C. Rail Models.

NSWR 'FG' passenger car kit in HO scale by T.C. Rail Models, P.O. Box 90, Wamberal 2260. Price: $22.50.

The 'FG' class passenger cars were built on BKG (horse box) underframes in 1942 to relieve the acute shortage of passenger cars. There were six cars built and each car holds 56 second (economy) class passengers. The cars are painted NSWR red with a buff belt rail.

The cars are used as 'extra' cars on mail trains, interurban and holiday specials. At one stage there were three FG cars in the consist of the Sydney-Moss Vale train.

As supplied, the grey epoxy kit, comprising sides, ends, underframe (complete with underfloor detail cast on), partitions, roof timber and various other items such as vents, wire and bogie side-frames, is contained within a stout cardboard box and is accompanied by a single instruction/diagram sheet. Noted omissions are wheels and bearings. Most castings are crisp in detail and relatively free of flash the exception being the bogie side-frames.

Construction commenced after all parts were examined. As stated in the instructions care needs to be taken when cleaning the epoxy film from the window glass. A light cut with a sharp cutting blade around the inside of each window frame assists in producing a clean window edge.

To ensure that the toilet window is not inadvertently overlooked in the final product previous experience has dictated that, contrary to the instruction sheet, it should be cleared and painted white on the inside of the glass.

Assembly of the body is straightforward, assisted by the sharp corner detail. Small crevices were filled with Plastibond and sanded to shape.

Assembly of the roof was a little more difficult. Sections of balsa are supplied and, along with cast epoxy partitions, the roof profile is built up. This is a time consuming process and needs care and, in a couple of instances, variations from the instruction sheet. It was found that the roof recessed ledge was not as shown in the diagram and quite a lot of balsa needs to be removed (sanded) to obtain the correct roof shape.

Completion of the roof involves attaching gummed paper (supplied) over the shaped balsa, and again with care this produces a good looking result. The corners of the paper are the most difficult to stick down and a small dab of 'Clag' paste fixed this.

The sealing of the roof with nail varnish followed. Location of the vents is assisted by the inclusion (within the instruction sheet) of a template; however the position of the vents is questionable. The toilet vents appear to be located over what would normally be a partition.

Painting of the body and assembly of the underframe was carried out as per instructions, with one exception. Precise diagrams and instructions regarding the spring loaded end diaphrams was confusing, and after several attempts at drilling and assembly the diaphrams were glued in position, minus springs.

Attachment of underframe to body was by drilling and tapping 8 BA in lieu of the self tappers supplied, simply because experience has shown that large self-tapping screws cause epoxy to crumble after a little use.

The bogie sideframes contained a small amount of flash and extreme care is needed when removing it because of the fine sections of epoxy and the presence of small blow holes.

Sentinel bearings and spoked wheels were used. The task of assembling side-frames, bolster and axle sets into a bogie can be frustrating, but when accomplished a free running bogie is the result. With final attachment of bogies and the addition of a single yellow line on the belt rail, the kit was termed to be completed.

This is a craftsman style kit and as such the instruction sheet is vague. A beginner or inexperienced modeller would have a lot of trouble reading between the lines and working out the diagrams.

Purchasers of the kit must also be aware that to the price of the kit must be added couplings, wheels, bearings, decals, paint and in some cases nail varnish.

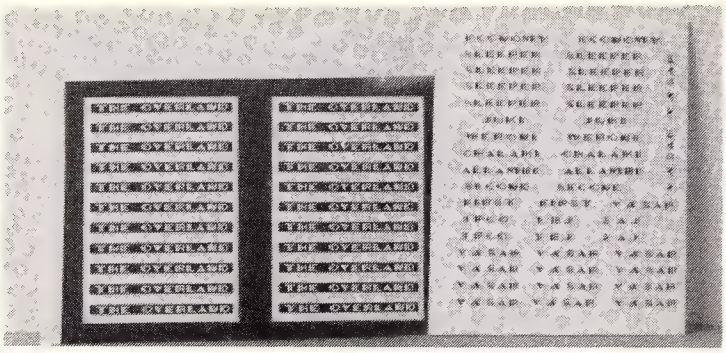
Even taking these points into account a fine looking car is the result which, like the old dog box car, can be safely added to any passenger train with confidence.

Ray Love

VR & SAR Overland decal set by Broad Gauge Bodies, P.O. Box 6, Marden 5070. Price: $1.70.

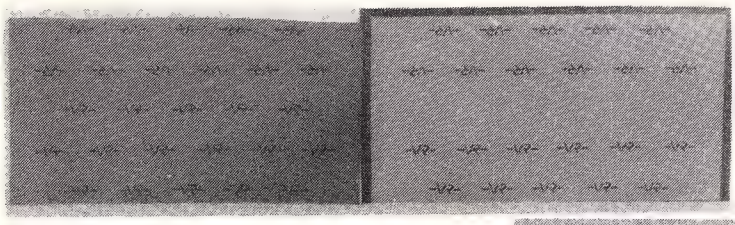
These decals are designed to add to the Lima 'Overland' cars. The set consists of two sheets, one comprising 22 'The Overland' signs set out in a maroon box, the lettering being cream. The other sheet entails cream strips upon which the maroon lettering has been screened. The wording includes "first" and "second" (class) signs, the car codes 3PCO, 1BJ and 2BJ, the V&SAR insignia, sleeper and the names of the cars, Juki, Weroni, Chalaki and Allambi.

The unusual lettering scheme on the prototype has



Decals for Lima Overland cars by Broad Gauge Bodies.

442 class loco by Weico.



Left: Victorian Railways' tarpaulins by Broad Gauge Bodies. The difference between the four and five row styles is illustrated.

been delightfully recreated and in the correct size. Reproduction is superb.

Bob Gallagher

ETC by Traintasia, P.O. Box 86, Mermaid Beach 4218. Price: $14.95.

The ETC unit is an item of gadgetry that has been made possible from the electronic age.

Electronic Train Control is designed to automate a circle of track so that two trains can run on the same controller but not run into each other. It also has the facility of working colour signals and for either process does not require a relay.

Set out on a section of printed circuit board, which could be hidden in the control panel, the connections provided are for soldered joints on the side of the PCB. An instruction leaflet that accompanies the ETC sets out in detail the correct connection and polarity.

Basically the ETC is connected in parallel with the controller while one rail of the circle being divided into three sections, one short and the other two of equal lengths. The ETC can only be run in one direction. The basis of the operation is that the two trains run around the circle, while a small section is provided as a stopping section in case one train catches the other. Naturally the length of the sections must exceed (by double) the length of the trains. A set of connections provide for a signal which should be placed alongside the short stop section.

Not all modellers would require this item, but those having exhibition layouts or running large continuous layouts and not wanting to keep constant watch over the moving trains would find this item of benefit.

Bob Gallagher

V. R. preprinted tarpaulins, small emblem, in HO scale by Broad Gauge Bodies, P.O. Box 6, Marden 5070. $5.95.

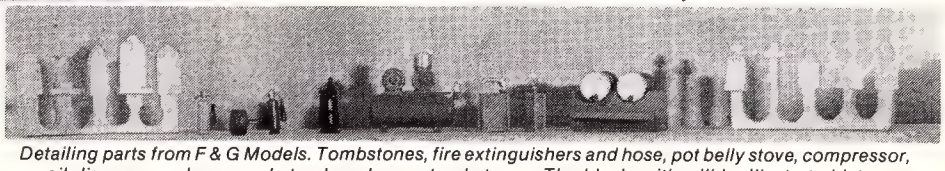
In Victoria tarpaulins are very common, especially on GY open wagons being used to carry wheat. The tarps are used to protect the grain from the inclement weather during transportation from the farm to the grain terminals. To identify the ownership of the tarps the V. R. management have had the V. R. logo clearly imprinted upon the surface of the tarpaulins.

The style of emblem layout, emblem size and canvas colour has changed over the years, and while it is easy to often sight a string of GYs all tarped, the shade of each tarp has its own specific shade of yellow or grime.

The tarps in these packs represent the small emblem applied in four rows with a light (green/grey) canvas (Set T1) and the small emblem applied in five rows on a dark (green) canvas (Set T2). In each pack there are 10 tarps along with an illustrated (diagram) information sheet.

The base material of the tarp is 0.15mm thick aluminium sheet. The tarp colour has been sprayed upon the sheet and the black (9mm wide × 3mm high) emblems silk screened over the base colour. The sheets are either cut to size (104mm × 55mm) or a black border provided to assist trimming the sheet to size.

The information sheet suggests a method of forming the tarps, and supplies the size and style of the former required. The forming of the tarp is not difficult but the inexperienced modeller may choose to practice bending tarps using cooking foil (cut to size) as a material. This would allow the decalled and painted tarps to be bent to shape first go.



Detailing parts from F & G Models. Tombstones, fire extinguishers and hose, pot belly stove, compressor, oil dispensers, drums and stand, and more tombstones. The blacksmith will be illustrated later.

The aluminium sheet and the paint applied however is remarkably strong. Constant bending and twisting does not either craze the material or remove the paint. It does however crease the surface and could cause the individual tarps to be unsightly if folded too often. This is why it is wise to practise a little with an unpainted tarp.

The provision of two colour shades (in the two sets) does allow for variety in colour, and the information sheet suggests a method for varying the tarp shape. (Further colour variation is possible by using some of the other BGB tarps, already on the market, or planned for release.)

The use of tarpaulins is an addition to detail and the product is a fine reproduction. Further detail on forming tarps can be found in Issue 100 of AMRM.

An excellent product.

Bob Gallagher

NSW '442' class diesel locomotive kit in 'N' scale by Weico Models, P.O. Box 283, Reservoir 3073. Price: $13.95.,

The 442 class was introduced to service in 1971 and has seen service as an express loco on most NSW main lines. The class has been nicknamed the 'Jumbo' and there are 40 in the class numbered 44201 to 44240. They are painted in the indian red and chrome livery and many have been given the reverse colour scheme on the nose. A detailed article on the 442 class was in the Nov/Dec 1980 issue of AMRM.

As supplied the kit is enclosed in a card box and includes metal castings for the sides, ends, roof, pilots and fuel tanks. A detail assembly sheet accompanies the kit.

The castings are free of flash, reasonably clean, flat, square and detailed. The detail includes open windows, vents, cover strips, steps, staff exchange and door handles.

A little cleaning up is required, and a file is all that would be needed to remove the sprue marks. The parts then fit together easily, and only a little filling is necessary. The instruction sheet is very detailed as to each component and assembly.

The kit is designed to accept both the Mehanotehnika SD45 chassis and the Minitrix 2019-2021 chassis. The instructions detail the modifications required to power the model, aided with diagrams. Assembled and painted the model is unmistakably a Jumbo, and is well within accepted dimensional tolerances.

A fine kit, easily assembled.

Bob Gallagher

Detailing components for HO scale by F & G Models, 47 Forest Park Rd., Upwey 3158. Price in Text.

Detailing is a prime objective in the model railway hobby, and it can be made easy by the use of realistic items that realistically represent real life detail. These components are metal casting that are free of flash, sharp in detail and in most instances painted. The use of each item is left to the imagination of the individual. Components are supplied in a poly bag with a card top, and are sold in prenumbered sets.

Set. G2 — ($1.92) Fire hose and extinguishers comprises two hand extinguishers and a wall mounted fire hose. The extinguishers are pre-painted (to represent a soda acid and an oil fire extinguisher) and feature the hose, nozzle and handle/trigger. Both scale out a shade under 3' and can be simply sat on the flat base. A feature of the extinguishers is the characteristic bottle shape. The wall mounted (brown) fire hose is typical of those used to contain the small diameter fire hoses as use in many buildings.

Set. G5 — ($1.88) Drums and stand, comprises two painted (red) 44 gallon (205lt) drums, fitted with tap and a suitable stand and drip tray. These stands are used in the motor industry and in many industrial applications to dispense oils, chemicals and other liquid products. All components are realistic in size and shape.

Set. G9 — ($2.00) Tombstones, comprises ten unpainted metal castings that represent the various shapes and sizes of headstones and crosses as found in a cemetry. Detail is superb and those with good eyes may be able to tell us of the inscriptions on the face.

Set. G10 — ($1.50) Oil Dispensers, comprises two painted (green) oil dispensers as found in motor garages. The rectangular drums are fitted with the hand pump and dispensing nozzle and are very good representations.

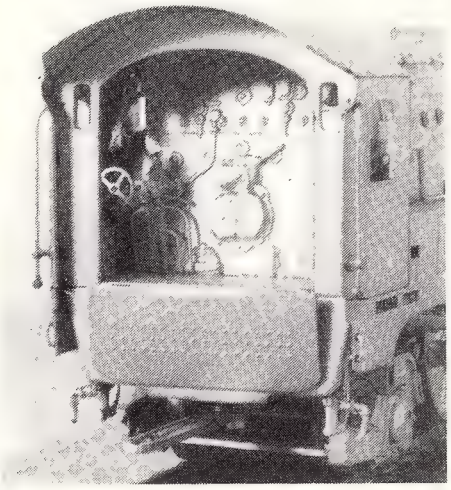
Set. G11 — ($1.20) Pot Belly stoves. The two pre-painted castings in this set are very fine representations of the pot belly stove that is becoming very popular in Australia these days. The shape and size is representative of the common style.

Set. G14 — ($1.45) Compressor. Most industrial complexes, including railway workshops, use (in one form or an other) compressed air, and this commodity is supplied by an air compressor. The metal casting (painted blue) represents a rather large compressor (7½ to 10 HP) that has a single cylinder. The motor and compressor are mounted on a large receiver, and the detail is very realistic and includes the cylinder air cooling vanes, motor and cylinder pulleys and safety valve. The compressor stands 18mm high and is 20mm long.

Set. G16 — ($2.60) Blacksmith set. Within Australia the blacksmith (smithy) was a very common and very essential pillar of society, for he could turn his hand to many various tasks which made life easier for many. Usually he found shelter under a simple roof and the surroundings were open to accept any comforting breeze. The metal castings which have been tastefully pre-painted comprise a smithy in action, hammer in one hand and a section of hot metal in the other, and anvil and fire/blower make up the set. All items are well shaped and sized and the painting picks out various

functions such as heat, fire, timber and metal. Each item is fitted with a 1mm mounting sprue.

Bob Gallagher



The superb cab detail of the Mansfield C38 can be seen in this photo.

NSWR C38 class locomotive in HO scale by Samhongsa. Imported by Mansfield Hobbies, 100 Pacific Hwy, Waitara 2077. Price: $390.00.

The first C38 entered service on the NSWR in 1943 in streamline form. The second batch, built by Railway Workshops commenced service in 1945 as non streamlined units. The last of this style 3830 came into service in 1949. The class were used on express passenger service until the decline of the steam age in Australia, upon where they were used for goods working until withdrawal.

The weight of the locomotives restricted their use to only main line use. In their heyday the areas Thirroul, Newcastle, Dubbo — Sydney were the restricted domain of the green Pacifics. However as the standard of the NSW metal was improved the working area of the C38 increased. The livery of the C38 class is in itself a large subject. Most locomotives were originally painted green. However in later years all but 3813 were painted black.

This model, built by Samhongsa of Korea, is the standard version of the C38 model built earlier this year (Review April 1982 AMRM) except the unit has been improved in detail and running qualities.

Fabrication was from photo etchings, brass castings and coining, fine hand assembly completed with a plastic finish over a blasted clean-up. The tender bogies have been improved to the point where there is now depth in the detail, and a few more components (reversing wheel, etc) have been added to the cab. The cab floor has a wood grain finish.

The overall quality of the castings added to the C38 can only be described as superb. Some components include the shut-off valves, the handles of which are complete with spokes. General assembly standard has been improved over the 400 streamlined units built, and this can be seen with the firmness of the injectors under the cab. The front steps have been added as have the stanchions on the front buffer plate.

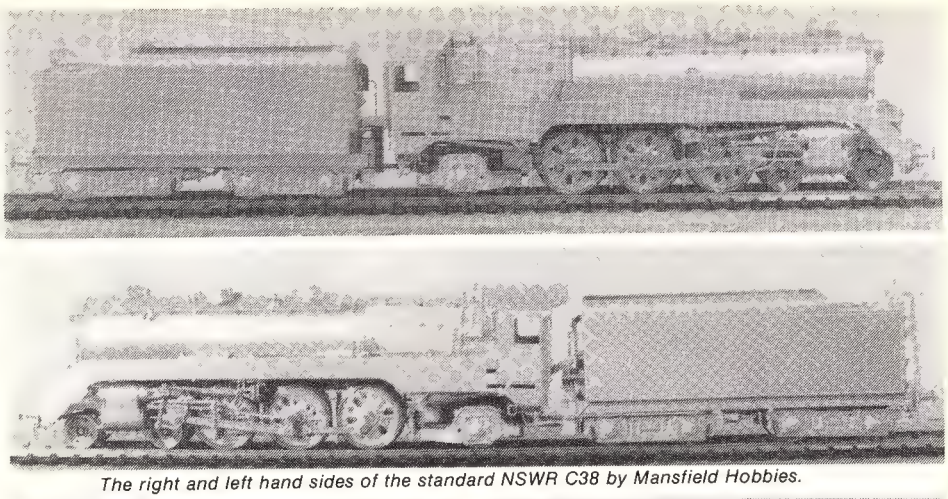
A Cannon motor drives the centre wheel through a gearbox, and the driving wheels are in gauge and have stainless steel tyres. On the demerit side the holes in the draw bar are still incorrectly located in relation to the hinged footplate. On the first hole the plate is forced against the tender front 'shorting out' when negotiating any curves. A simple solution would be to shorten the footplate prior to painting.

Accompanying the model is the now usual (for Mansfield Hobbies) data card and a colour print of a green 3830 on a passenger train, as well as a set of suitable numbering decals. Inside the foam lined box is a couple of plastic bags containing a set of spare screw/nuts/bolts, drive pin spanner and a set of four NSWR crests. The crests can be painted and added to the model after painting is completed

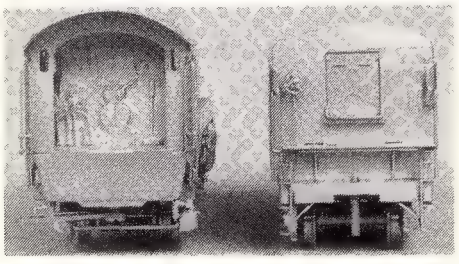
Performance wise it is a fine loco. It flows through the curves (the added weight in pilot and pony truck assisting here) and can negotiate 18" radius curves and No. 4 points when coupled to the second hole. It can crawl along slowly and speed up to an express speed very smoothly. On the level it can haul over 20 bogie wagons but struggles to lift 9 bogie wagons up a 1 in 30 grade.

Despite the few demerits, this is a superbly detailed locomotive, and a fine addition to any roster.

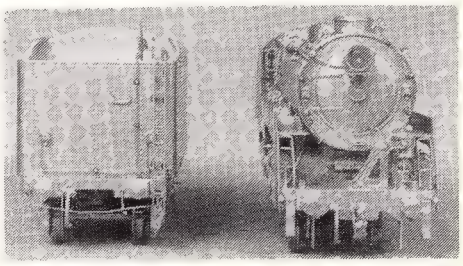
Bob Gallagher



The right and left hand sides of the standard NSWR C38 by Mansfield Hobbies.



C38 cab and backhead detail and the tender coal plate.



C38 tender rear and nose of the standard style of the express loco.

Current control throttle (Type CCIA) by The Loco Shed, Calder Highway, Inglewood 3517. Price: $17.25.

The unit is designed to operate from an A.C. supply up to 24 volts and to supply currents up to 1 amp. The unit is supplied as a basic unit and the addition of a forward/reverse switch, control knob and face plate is required.

The components are mounted on a piece of veroboard with a piece of aluminium bent to accept the control potentiometer and act as a heatsink for the power transistor. The aluminium is insulated from the transistor and hence can be attached to other parts of the control panel.

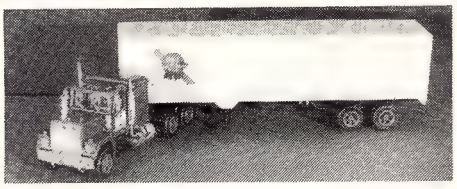
According to the accompanying instruction sheet the unit supplies constant current for any given setting, and the locomotives tend to slow going up hill and to speed up going down hill. The tests undertaken indicated that this did happen, to some extent.

The tests were undertaken with a variety of locomotives including double headed Athearn diesels, brass 442 class diesel, Roco diesels, brass steam locos as well as Hornby and Lima diesels.

Best operation was achieved with the brass 442 class diesel (can motor) and satisfactory results with the Lima and Hornby diesels. Slow speed operation was not as good as I have found on other transistor throttles and the locomotives often started with a jerk, unlike the smooth starts of some momentum throttles. Control of trains over the full range of speeds is reasonable.

The 1 amp rating easily handled two Athearn diesels. This is a base unit with reasonable speed control (but lacking slow speed control) and at a low price. When attaching to the AC outlet of an existing transformer/controller first ensure the outlet is capable of supplying the required 1 amp.

Trevor Moore



Motor trucks in HO scale by Herpa. Imported by The Engine Shed, 5 Carrington Rd, Box Hill 3128. Price in text.

The range of Herpa motor vehicles is constantly growing. The modern image appears to be the present objective and included here are some of the latest releases in Australia.

Daimler-Benz Tanker (806 206) — $6.95.

The model consists of a stub nose cab, hauling a six wheel trailer tank. Detail is high as expected from Herpa and includes underbody gear, catwalk and ladder, hose holders, fuel tanks, cab interior and windscreen wipers. A separate moulding provides the rear visors, which must be added to the model.

The truck and trailer chassis is moulded in red, the tank white and the cab blue. The lettering has been silk screened and is clean of any over run. The model is 46' long and included in the box is a set of number plates and safety signs that can be added to the model.

Chevy Bison and trailer (852 228) — $8.65.

The model is of the long nose type with the second camp cab behind the main cab. The prime mover has double dual wheels and the van has a dual bogie as well. Detail is superb and up to the generally high Herpa standard.

Overall length is 56' and, while the chassis is black, the cab blue and the van white, there is a general application of chrome plating applied in the relevant positions, including the Chevy logo. The signs are beautifully reproduced. A top model.

Bob Gallagher

Voltage control (governor) type VCIFA by The Loco Shed, Calder Highway, Inglewood 3517. Price: $18.00.

This unit is similar to the CCIA model from the same source. It operates from an A.C. supply up to 24 volts and supplies current up to 2 amps. The construction is the same as for the CCIA with components mounted on veroboard and a control potentiometer and power transistor mounted on a piece of aluminium.

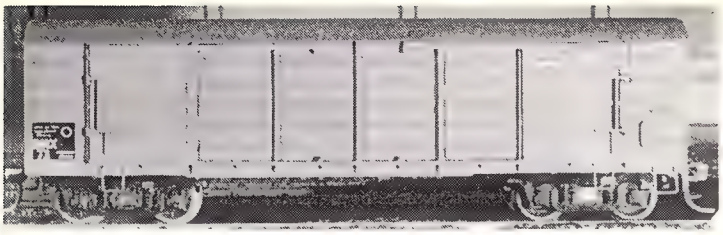
According to the accompanying instruction sheet the unit operates to control voltage and hence maintain constant speed. The unit has foldback current limiting to allow currents of 2 amps at high voltages or to limit short circuit current or a stalled locomotive to 1 amp.

The unit was tested with a wide variety of locomotives. Slow speed operation was reasonable and the unit controlled locomotives over the full range of the speeds. However, sometimes locomotives did jerk when starting.

The unit was able to control many types of locomotives and control was best with a brass 442 class diesel and satisfactory with Hornby and Lima diesels. The unit was not tested to its full 2 amps capacity but was able to easily operate three locomotives and still provide current limiting.

This is a base unit and needs the addition of a forward and reverse switch, control knob and a suitable transformer rated to 2 amps to achieve its full usefulness.

Trevor Moore



V.R. 'BMX' by Broad Gauge Bodies. The bogies are Athearn express reefer.

NSWR 'HR' by T.C. Rail Models.

V.R. 'BMX-BP-BB' box car kit in HO scale by Broad Gauge Bodies, P.O. Box 6, Marden 5070. Price: $7.30.

These vans were introduced to service as the BP (VBY) class in the 1958-59 period. Many of the class were converted to bogie exchange and carried the BMX code until the recoding when VBAX applied. Numerous modifications have been applied to the vans including the BB (VBAY) which retains the use of the van to the broad gauge. The vans are used for general traffic on both broad and standard gauge, for goods and passenger (BP) working. A variety of VR logos have been applied to the vans in their relatively short working period.

The kit consists of polyester castings for the sides, ends, floor, aluminium (curved) for the roof, styrene sheet for the shunters steps, wire for the grab irons and steps, two sheets of instructions and a set of decals. All are supplied in a poly bag with a card top.

The castings are up to the usually high 'BGB' standard, are free of flash, flat and square. Detail is sharp and clean of casting imperfections. Detail includes latches, handbrake and brake cylinder/receiver.

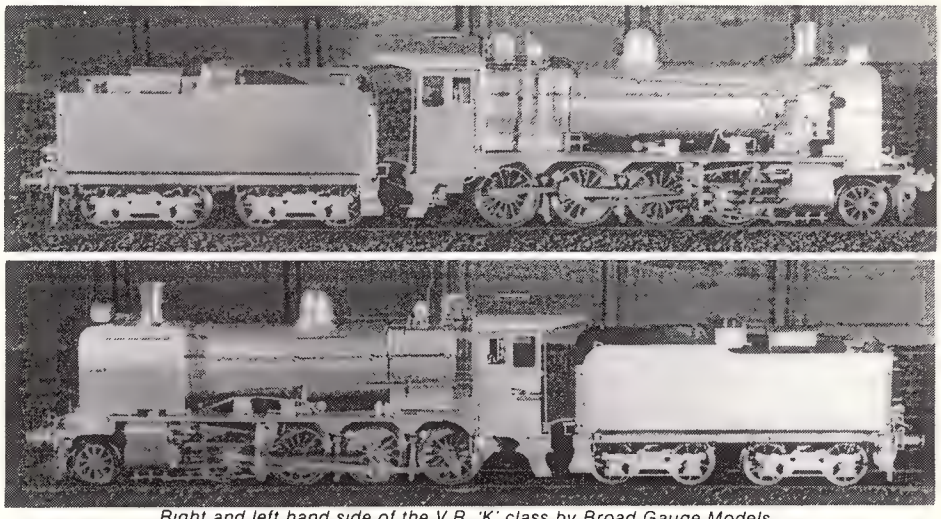
The decals include code boards for all six types and additional numbers for changing those on the code boards. VR logos are numerous, including the small and large style, giving the modeller the choice.

Using the detailed instruction sheet as a guide the kit is easily assembled as are most 'box' type kits of the BGB range. The roof has to be trimmed to size, embossed, the curve increased in diameter and added to the body — the only difficult task.

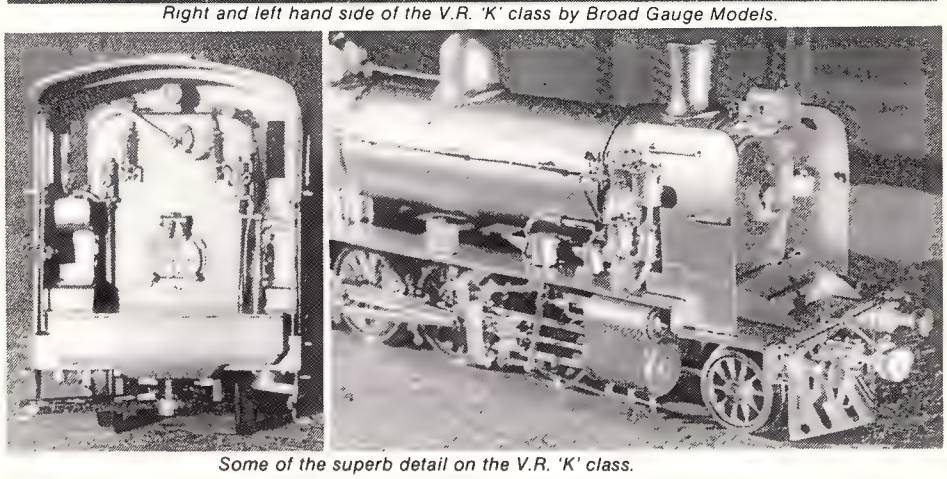
Details on the instruction sheet are sufficient to guide even the inexperienced modeller to producing a fine model. The hints on decal application is especially helpful. The photographs are not top quality but sufficient for general detailing.

A fine model, highlighted by the large range of superb decals. An added highlight is the potential of the passenger version of the kit, being painted in the new tangerine and silver colour scheme (not covered in the kit).

Graham Ball



Right and left hand side of the V.R. 'K' class by Broad Gauge Models.



Some of the superb detail on the V.R. 'K' class.

HR guards van kit by T.C. Rail Models, Wamberal NSW. Price: $20.00.

The 'R' series carriages are a hybrid group of cars created in the 1930's on old dog-box underframes, of varying lengths. The numerous 'R' cars are variously grouped in sets, as independent cars (with blank ends) and as loose cars with long couplings and diaphragms both ends.

Certain 'R' series cars were available originally from Workshop 5 Models and most of the 'R' series cars will be available under the T.C. Rail Models label in the next few months.

The HR kit reviewed (designated HR-4) is the terminal car for set 109 and is different from most HR's in that it has a corridor connection with large diaphragm at the guards end of the vehicle. The kit contained sides, ends, underframe, balsa to fashion the roof, diaphragms, vents, underbody detail, some interior corridor panelling, and wire. The kit represents the HR as built with crown lights, matchboard panelling and double letterboard.

The instruction sheet has basic constructional detail and is supplemented by a number of detail drawings. The assembly details may be rather brief for some modellers and reference to SRA drawings and/or photographs would be beneficial. Whilst both HR's of the type modelled with this kit are still in service, they no longer have crown lights and have re-built sides.

The parts were trimmed of flash as required and the underframe needed a little straightening. The sides now have glass in the windows which strengthens the model but a lot of care is needed to remove the epoxy film from the crown lights, and avoid damaging the surrounding material. Glass is not fitted into the doorways at the ends of the vehicle and clear plastic material will have to be inserted therein.

The sides and ends were assembled with superglue and checks were made to ensure the parts were square and level and that the underframe would slide under the assembled body. The balsa supplied for the roof was cut and glued in place and then fashioned to the mansard shape to match the outline of the ends. Although fashioning the roof was commenced with some trepidation, the end result after placing the sticky paper tape over the balsa surface was quite satisfactory. It is advisable to seal the paper tape fairly quickly to ensure that it does not lift. Roof vents were then fitted following the template provided and two extra vents were added after checking the prototype. The diaphragms were fitted using the wire supplied and left to swivel. Fitting the springing arrangements is somewhat fiddly and whilst effective in operation, one needs to devote some time to make things work correctly.

The underfloor detail was then fitted to the positions which, whilst not labelled, were rather obvious when related to the size of the pieces to be glued in place. However some modellers could be confused as to which way round some pieces should go. The kit under review needs a distribution board to complete the underbody detail but this is not supplied. The wire was then fashioned to create the truss rods and when glued in place were solid enough for handling.

Bogies were not fitted but these are available in whitemetal from T.N. Services at an additional cost of $1.60 per pair.

The underframe was then attached to the body using screws as recommended by the manufacturer. One potential problem at this point is to know which way round the underframe should go in relation to the body. This particular kit had different diaphragms at each end so by reference to the interior layout drawings, it was simple to determine. However this could be a problem with cars with identical ends such as the FR's and reference to photographs would be necessary.

All in all a quite straightforward kit to assemble and with a little care, a nice model will result. Painting a lettering details are supplied but the review sample has been left unpainted for the present.

These carriages saw service in many parts of New South Wales over a lengthy time span and 'R' series models can easily be part of virtually any NSW layout.

Graham Ahern

V.R. 'K' class locomotive in HO scale by Samhongsa of Korea. Imported by Broad Gauge Models, P.O. Box 136, Boronia 3155. Price: $350.00.

The 52 members of the 'K' class were built at Newport (Victoria) Workshops between 1922 and 1946. They were numbered 140-192. A 'Consolidation' they had a 2-8-0 wheel configuration, and were 60' 3⅜" long when coupled with a 4200 gal/5 ton coal capacity tender. The class was painted black (all over) but one was lined in red (for tour working) along the foot plate edge and had red buffer beams. A cast numberplate was attached to each cab side as well as front and rear buffer beams.

The last unit in service was K162, which was withdrawn in March 1979. There are many preserved in various locations around Victoria and a few preserved in working order for special train workings. The loco was relatively small, but was still capable of handling reasonable loads. Due to these factors the class was seen all over the Victorian Railway system.

In later years K190, complete with Box-Pok wheels was painted green for tour working. Within the class a minority was fitted with box-pok wheel centres.

The model is presented in the usual coloured card box, with BGM logo on top, foam lined along with some spare parts (screws, bolts, etc) and a crank pin spanner. Broad Gauge Models have added a colour print of K153, an inscribed and numbered certificate of purchase, a set of instructions and a set of numbers. The instructions describe the method of disassembling the model, as well as some relevant prototype information. The numbers are photographically reproduced in sets, there being six

different numbers. The photo is of the red lined unit.

The model is based on K165 in its latest form, a more common spoked wheel unit. There were 200 models built.

Produced by Samhongsa, from brass using photoetching, embossing, brass castings, coining and fine hand assembly, the model is superbly finished and appears to represent the prototype well.

A can motor drives the rear axle. Tyres are stainless steel and the wheels in correct gauge. The valve gear is crisply reproduced and the sectional connecting rods allow the wheels to float on the springing. The coined tender bogies are good representations of the prototype, only lacking the drag chains. The loco cab is fitted with a hinge foot plate which cannot be used when coupled into either hole in the draw bar.

Overall finish is superb, equal to any from the Samhongsa stable. Comparison to photographs cannot find any missing detail items on the body. The front buffer plate is detailed with (unsprung) buffers, complete with diaphram plate clearance cutouts. Cab detail includes most visible components including grate rocker lever, driver and fireman seat, brake valve and pedestal and drain cocks on the gauge glasses. All backhead detail, except rivets, are castings, and not the usual photo-etchings.

The tender is the rivetted version and detail includes coal plate, tender rear components including conduits and tool boxes and racks on top of the tender. The overall finish is a coating on top of a blast clean.

On the demerit side some items were not on straight, including stack and rear marker lamp. However these comments are overshadowed by other working detail including the coupler lift bars.

Performance wise, except for the hinged foot plate, the model performed admirably. Low down speed was very smooth, with electronic and rheostat control. Top speed was not too fast, but the loco (fresh out of the box) tended to slip when at top speed.

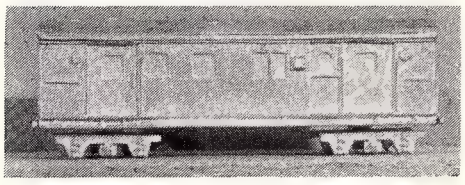
On the flat the load was equivalent to 23 four wheelers long and the loco had no trouble lifting the load. Up a 1 in 30 grade it was only able to handle 14 long, but when these were substituted with rolling stock all with pinpoint axles/bearings the load increased to 17 long. Maybe with a little extra weight the loco could haul more.

The hinged footplate shorted out when the loco was coupled in the first hole and when the loco was coupled in the second hole the footplate became jammed between loco and tender on a 32" radius curve.

The tender has been provided with screws for Kadee No. 5 while the front buffer beam has a hinged dummy knuckle. Provision has been made on the tender floor to fit a speaker.

Overall, a superb model.

Graham Ball and Bob Gallagher



NSWR GHG guards van kit in N scale by Weico Models, P.O. Box 283, Reservoir 3073. Price: $7.95.

The GHG (recoded NVGA) is a modern profile van on reclaimed underframes. Generally they are 36 ft long and have a plywood body. Due to the long time span in which these vehicles were built, some variations do occur within the class. They all carry the red livery with chrome lining. In 1980 there were 155 units on the books.

The kit is supplied as metal castings attached to a card inside a poly bag. Components include sides, ends, roof, body bolsters (2), bogie side frames (4) and bogie bolster (2). A detailed and illustrated instruction leaflet accompanies the kit.

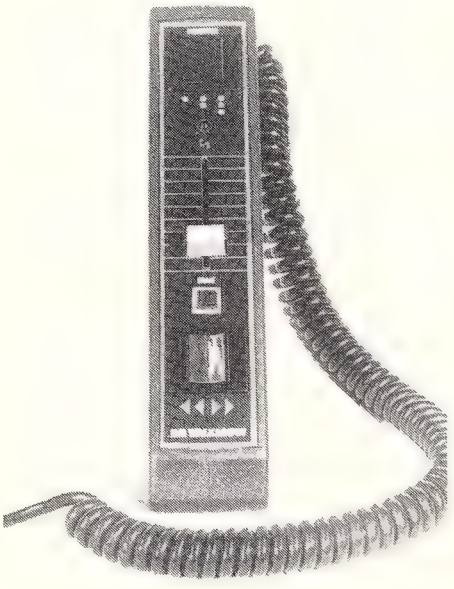
The metal castings are clean, flat and square. Detail is distinct and includes doors, windows, exterior lights, guard's lookout and handrails. The roof has ventilators and end extensions on the underframe.

Following the instructions the kit is easy to assemble: the instructions are easy to follow and adequate for the task. Assembly is made easier with the provision of lugs on the inside of the body. The parts marry together with only a slight gap being evident. Repco Woodhill super glue held the parts together while 5 minute Araldite was used to bond the assembled components solidly.

The bogies were a little fiddly to assemble, and it was not possible to obtain the correct clearance for Peco wheels (which were not supplied) without bending the side frames outward a little.

A neat model, well within accepted dimensional tolerances. It could be enhanced by the removal of the metal from the windows and filling the open gap with clear styrene.

Bob Gallagher



The H&M Walkabout Controller — Imported by Southern Model Supplies, Adelaide S.A.

This hand-held controller is essentially an electronic controller on the end of a length of flexible cable capable of stretching approx. two metres. It is designed for use with the H&M 3000 Power Control Centre, but can be used with any transformer having a 16v A.C. outlet. 12v D.C. is provided for train operation.

The speed of trains is regulated by means of a sliding control and there is a three position inertia facility. Direction of travel is set by a rocker switch with centre off position. A small push button provides the brake facility.

The controller is capable of being used as a one-hand operation but this takes a little getting used to. I would have liked a slightly larger push button for the brake to give greater feel to its operation.

Under test off a 16 volt AC supply the controller had a positive response on the low (inertia) level and the delay on both inertia levels was not excessive. Low speed control was fine, but the top speed seemed limited. The brake effect was effectual and realistic. The centre off switch has to be used for emergency (panic) braking.

Although developed for use with the H&M 3000 controller, this is a fine controller in itself.

Graham Ahern

Decals for Australian National 930 class diesel locomotive in HO scale by Broad Gauge Bodies, P.O. Box 6, Marden 5070. Price: $1.10.

This set of decals (Set No. 33) is designed for the Lima 44/930 class diesel, and there are sufficient decals in the pack to detail two locomotives into the current AN green and gold livery.

Each sheet of paper includes the silver, white and black loco numbers, the black AN emblems (and AN lettering) for the sides, and the yellow AN emblems for the ends. The silver and white lettering is 2.2mm high and numerals are set out for 930, 940, 950 and 960 as well as additional single numerals to allow for individual loco number selection. This is also provided for with the 1.75mm high black numerals. The black AN emblems are 5.3mm high and the yellow emblems 4.2mm high. All emblems are well proportioned and sized.

All decals are distinctly printed, with no evident fuzz. The clear carrier film separated readily from the backing paper, following the instructions on the flap. A fine detailing decal pack for the modern image modeller.

Bob Gallagher

NSWGR 40 class locomotive kit, in HO scale. Supplied by Bergs Hobbies, 261 George Street, Parramatta. 2150. Price: $60.00.

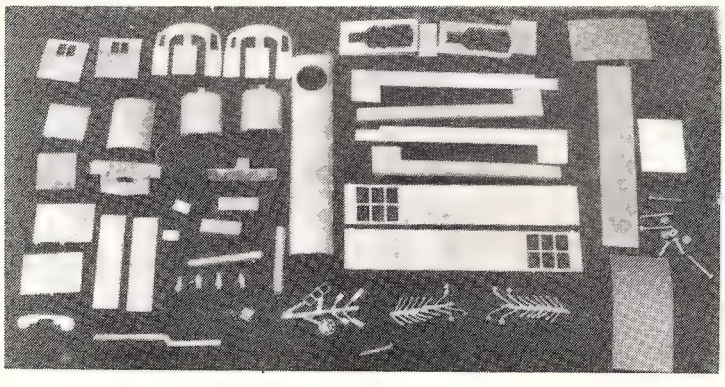
The twenty number strong 40 class were introduced to the NSWGR system during the period November 1951 and April 1952. Designed by the American Locomotive Co. and built in Montreal, Canada, they were based on the successful RSC3 design. With the exception of 4001 preserved at the NSW Rail Transport Museum, Thirlmere, and 4002 and 4006 sold to Cliffs Robe River Railroad, all were withdrawn by December 1971.

This kit, the third in the range of white metal loco body kits, is again produced by The Model Co. of New Zealand. All basic components are in soft white metal, with the exception of the cab roof in sheet brass plus a piece of wire gauze for grilles and fan hatches. The detailing parts (horns, ladder, multiple unit posts, handrail knobs, loco yard brake wheel) are in lost wax brass. The kit is again designed to fit the Mehanotehnika/Life Like Alco Century 628 mechanism, although a double ended can motor (suggested by the manufacturer) improves running no end. A double sided instruction sheet plus one sheet of photos complete the kit.

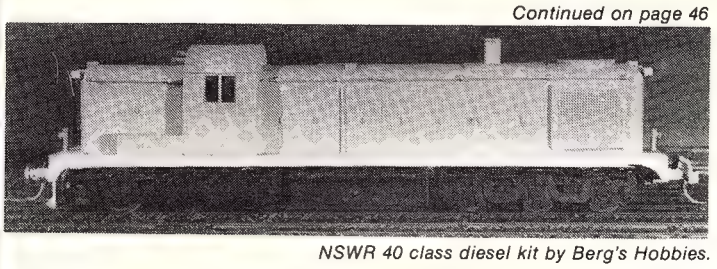
A feature of this kit is the provision, by the manufacturer to adjust the length of the footplate to the required length. This overcomes the problem of shrinkage (evident in other similar kits), and the assembly task is not difficult to accomplish.

Assembly is simple, firstly by tack gluing with one of the super glues, then filletting with Araldite. The asymmetric bogies can be used as is, which will necessitate shortening the fuel tank length. I opted to shorten the longer end of each bogie (by 1'3" if I remember correctly) to give the more correct equi-distance. The motor is held centrally using one of the silicone adhesives (like fish tank glue). I cheated by then using as the drive shafts two lengths of neoprene tubing (aeroplane fuel line bought earlier

Continued on page 46



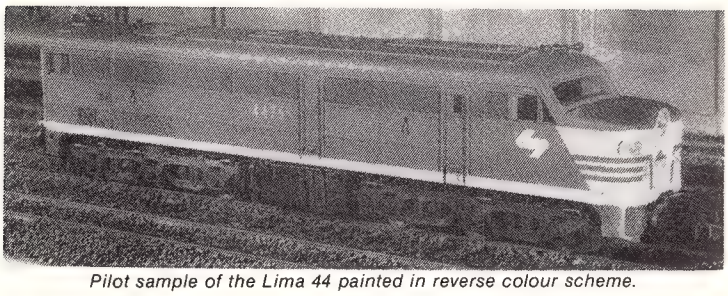
Components for the Berg's Hobbies 40 class kit.



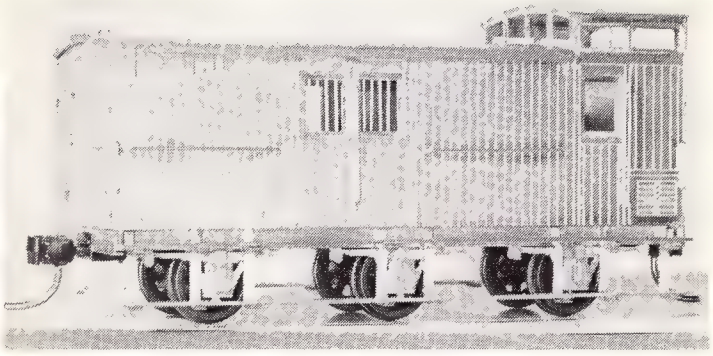
NSWR 40 class diesel kit by Berg's Hobbies.

AMRM NEWS

Continued from page 36



Pilot sample of the Lima 44 painted in reverse colour scheme.



Pilot model of the brass V.R. 'Z' van being imported by McBees Hobby Centre. Delivery is expected in August/September 1982.

April 1982) a number of shops in Sydney and Melbourne have begun stocking the oil. We have also been advised that a large amount of the oil went very quickly at a recent AMRA meeting in Melbourne. There is little doubt that it is effective.

COMMERCIAL NEWS

Arrivals

Mansfield's C38 class non-streamlined loco from Samhongsa arrived late in May, while the Z13 for Trax arrived in mid May.

F & G Models advise that tree stumps, small dust bins and buckets have been added to their range of HO scale detailing items.

SARMOD have released a cattle van kit but have been experiencing some production problems. The samples sighted have had good detail but this has in turn been causing casting defects. After initial orders have been filled a lengthy delay is expected while SARMOD reduces the reject rate. AMRM will run a review of the kit when it becomes readily available.

The Broad Gauge Models 'K' class arrived in early June 1982, and initial response suggested that it could be THE best brass model yet.

Fybren Models advise that the 'Tiny Signs' range is available once again, as is a new line of card kits from the UK. Under the 'Diorama Models' brand the range at present includes a pub and terrace houses. Fybren also advise that despite rumours to the contrary Maygib wheels are still being produced.

The NSWR water crane (from Mikes Models) is available once again, being imported by Fybren Models.

Import Hobbies advise of more decals (from Mn'J) for the South Maitland Railway system. Reproduction is fine, although some numerals appear too large. Details later in Reviews.

Broad Gauge Bodies have been busy lately releasing the 'BMX' kit, numerous decals and a new range of tarpaulins suitably branded for the various systems. To date V.R., S.A.R. and AN have been covered.

Weico Models have released the 421 class diesel body and the Holden (FX) utilities in 'N' scale as well as the HO scale FX Holden sedan.

Expected Arrivals

Broad Gauge Bodies expect to release their first decal for the NSW market soon, to include the red snake 'R', diamonds, roller bearing signs, and the bogie exchange 'X'. If these decals are as good as the others in the BGB range NSWR modellers will be able to share the high quality decals that V.R. and S.A.R. modellers at present enjoy.

BGB are still working on the SAR 'SLC' louvred van and the NSW goods shed, based on Oberon. While the goods shed will be produced, BGB have advised that initial response from dealers has not been very encouraging.

The 'BCH' kit from AR Kit Co. should be in the shops by the time this issue appears, although the price could be higher than that originally expected, due to some unexpected additional tool work. The BWH top will come later.

Rails North Models plan to release some new kits soon including two styles of the MB van (match board and sheathed sides), a BPV (MB style of powder van) and the NCX coil steel carrier.

A new brand name on the market 'The Wagon Co' is producing an SAR 'Y' class underframe. A metal based unit, one side frame hinges to equalise the wheels. Further details next issue.

The 'N'/750 class locomotive from the Australian Loco Co. was expected into Australia in early July, 1982.

The Sentinel 'N' scale C38 is expected into shops soon. While this may be a re-run of the kit, many components have been improved.

The Fybren Models 'VLX' in N scale is due into the shops any day. A sample to hand has shown it to be a very good model, and rather easy to assemble.

The latest scenery book from Kalmbach 'Realistic Model Railroad Scenery' by Dave Frary is becoming available in the hobby shops.

The Electrotren range of trains is being imported by Locomotion, and will be available soon.

Future Arrivals

With the arrival of the many brass locomotives onto the local scene importers are announcing future plans, with some clash with the same class of locomotive being selected by different importers.

Trax Model Products advise that their next loco will be the NSWR Z12 class. Modelled on 1210, purchasers will have a choice of either the 'Beyer Peacock' or 'Atlas' builders plate on the driving wheel splasher. Expected release date is early in 1983. Plans for the future include the 41 class diesel and the C34 class. Trax plan to release models 7-9 months apart.

Broad Gauge Models have arranged for an HO scale V.R. 'D3' locomotive, again from Samhongsa. Release date is expected late this year.

Model Dockyard have also advised of plans to release the VR 'D3' loco as well as intention to go ahead with the 'G' class Garratt locomotive in both HOn3 and HOn2½ gauge. No release date has been advised.

The Australian Locomotive Company have chosen the Victorian Railways 'J' class steam locomotive as their next brass model from Dong Jin in Korea.

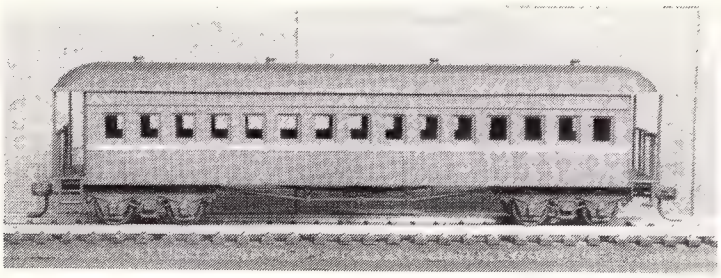
Following the 45 class for Mansfield Hobbies will be the 40 class, planned for release in early 1984. Consideration is also being given to the 421 class for a later release.

Berg's Hobbies (as set out in their advert, this issue) have advised of their brass loco schedule which includes the D53 (Oct. '82), 600/700 class railmotors (Nov. '82), Z20 (March '83), D55 (May '83) and the D50 (Oct. '83).

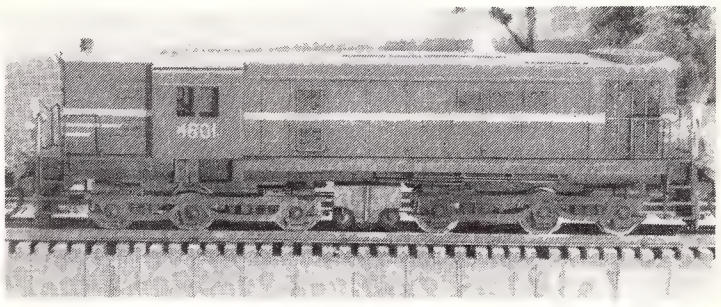
From Casula Hobbies, a 48 class epoxy kit (HO) is expected in July. Produced by Main West Models from Stephen Johnson patterns, the kit is designed to be powered by 'Spuds'.

Casula have also been working hard lately on a Sydney suburban end platform car. Moulded in polystyrene, it is virtually a shake-the-box kit, as the floor, sides and ends have been moulded in one piece. Release is expected later this year.

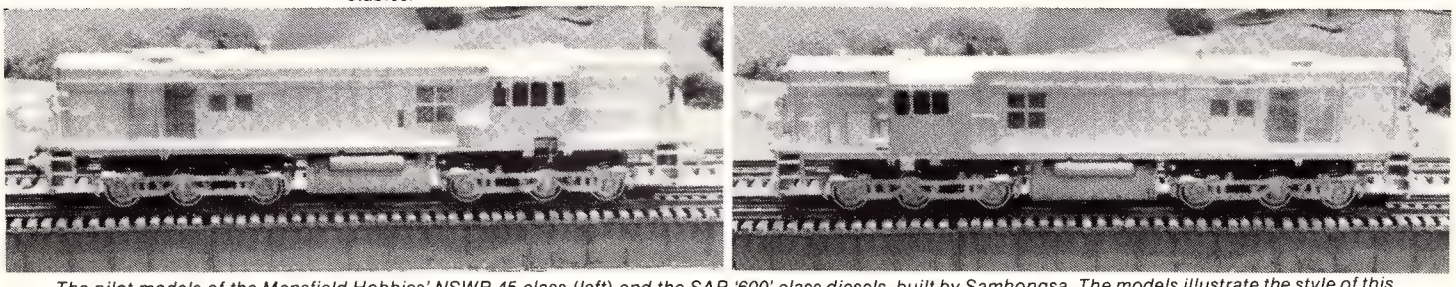
Stephen Johnson Models expect to have the 400



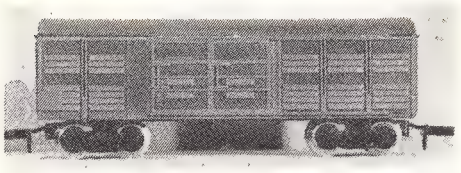
The above photo illustrates a new injected moulded model soon to be released on the market as a kit, and possibly as a ready-to-run model. The open ended coach, from the NSWR system, was seen in many styles and carried many codes, as well as having numerous nick-names. Illustrated is the sheathed, part-battened style coded 'BI'. The model is from the Casula stables.



The above photo illustrates the pilot model of the next Main West Models Diesel Kit. Patterned by Stephen Johnson Models the 48 class kit will be available from Casula Hobbies later this year.



The pilot models of the Mansfield Hobbies' NSWR 45 class (left) and the SAR '600' class diesels, built by Samhongsa. The models illustrate the style of this diesel type, and Mansfield Hobbies advise that a few alterations will be applied to the models before their release later in 1982. The 600 class is modified from the standard 45 class run.



The Fybren Models 'N' scale V.R. 'VLX' kit now being released in the shops.

class railmotor kit ready for sale soon (possibly October) now that the etching problems have been overcome. SJM have also been working on a CPH railmotor powered by a Boeing LRV tram power unit, although a definite release date has not been scheduled.

Broad Gauge Models, following the success of their 'GY' open wagon kit, are now working on a long wheelbase 'U' van kit, again in injection moulded styrene.

A pilot model of the Lima 44 painted in reverse colour scheme has been sighted. As can be seen from the photo it is an impressive model, that is if you like the new colour scheme.

The BCW kit from Berg's Hobbies is due late in the year.

Craftsman Models also advise of some detail castings that will be available soon including a power pole or telegraph pole cross arm, including insulators and brackets and a fence post complete with holes for wire.

Other News

As previously mentioned, Greg Edwards, the talent behind the Data Sheet drawings, is back in Australia and is working again. Many plans have been withdrawn so that they can be redrawn. The sheets will be available from hobby shops as they become available.

Model Dockyard are importing the Mashima range of can motors which are supplied in eleven sizes as well as with double or single ended shafts.

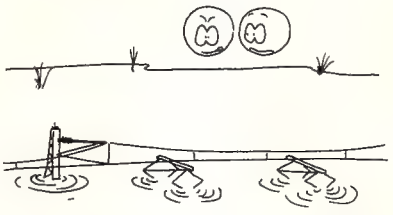
Product Improvement

One of the pleasant tasks in AMRM NEWS is being able to report on products that have been improved to the benefit of the customer.

The instruction leaflet on the Broad Gauge Models 'GY' kit was lacking a little, especially regarding the painting and the paint required. Broad Gauge Models have reprinted the 'GY' instruction leaflet and included suggestions re paint to use.

Camco, the Complete Australian Model Company, have finally released the 'GSV' kit, after having modified the problem with the uneven axle point level. Camco are to be congratulated, for their action improves the kit to the benefit of the modeller and it would have been easier and cheaper to leave the kit on the market with the problem wheel problem.

Both organisations are showing a real concern for fine models, an attitude that should be applauded and supported.



"Great trackwork . . . lousy drainage!"

TRADE PRACTICES ACT 1974

The above act is now in force and contains strict regulations on advertising.

It is not possible for this company to ensure that advertisements which are published in this magazine comply with the Act and the responsibility must therefore be on the person, company or advertising agency submitting the advertisement for publication.

In case of doubt, consult your lawyers.

SCR Publications

REVIEWS

Continued from page 44

from Berg's). Kadee No. 16's were fitted to the body after filing to correct height.

When assembled this makes up into a good model and one that I enjoyed doing. Its scale accuracy is well within the accepted range. The detail is fine and well defined, and the weight of the finished model is sufficient to haul a reasonable load. The kit is further improved in that it contains all relevant parts to assemble the loco in either its original or altered conditions (different grilles, exhaust stack, MU connectors, etc). A good kit, and one for the beginner to get his teeth into. Correct decals are readily available.

Bob Gallagher and Allan Brown

APOLOGY

Due to a lack of space this issue a number of reviews have been held over until next issue. We apologise for any inconvenience caused to readers or producers. (Editor)

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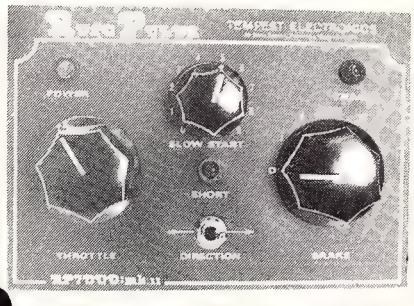

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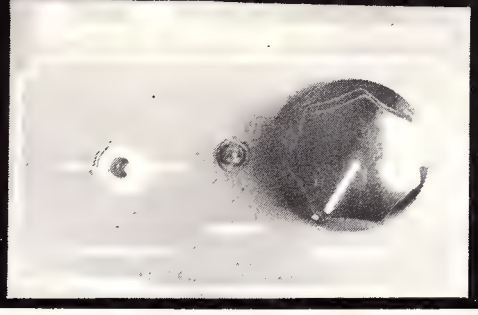

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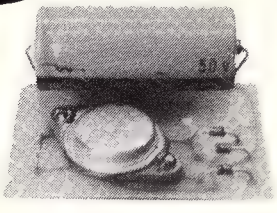

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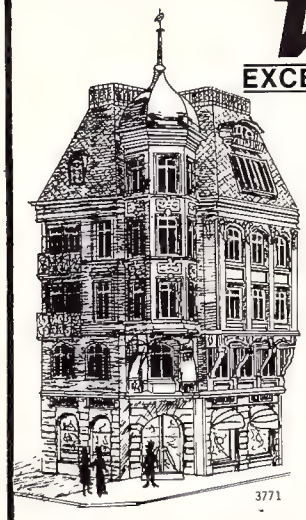


3771

RECENT ARRIVALS IN HO/OO

These buildings, welcome additions to the range, are suitable for use in modelling Australian cities. They are reminiscent of an earlier era - a time before developers took over with their glass and concrete monstrosities. Fortunately there are still a few of these buildings around so that these models would not be out of place even on the most up-to-the-minute modern image lay-out.

3770 City Building - 120 x 100 x 196mm. Four storeys with cafe at street level, upstairs for offices or residential. .. **$19.95**

3771 City Building - 105 x 93 x 197mm. Four storeys with bank at street level. .. **$19.95**

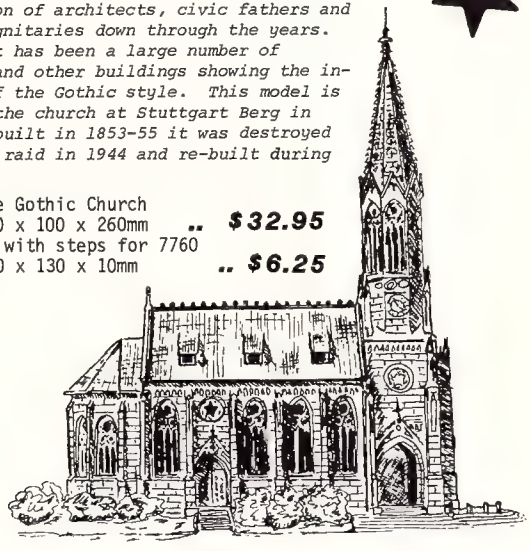
3772 Hotel - 110 x 95 x 220mm. Four storey building of pleasing appearance. .. **$22.50**

LARGE CHURCH IN N

There is something about the early Gothic style of architecture that has captured the imagination of architects, civic fathers and church dignitaries down through the years. The result has been a large number of churches and other buildings showing the influence of the Gothic style. This model is based on the church at Stuttgart Berg in Germany, built in 1853-55 it was destroyed in an air raid in 1944 and re-built during 1954-55.

7760 Large Gothic Church 200 x 100 x 260mm .. **$32.95**

7759 Base with steps for 7760 260 x 130 x 10mm .. **$6.25**



RIVAROSSI

1832

POPULAR HO/OO LOCOS

1832 General Electric U25C, popular American Diesel Electric Locomotive used in passenger and freight service. This ready-to-roll model is in the red and silver livery of the Santa Fe. The model is 225mm long. **$105.00**

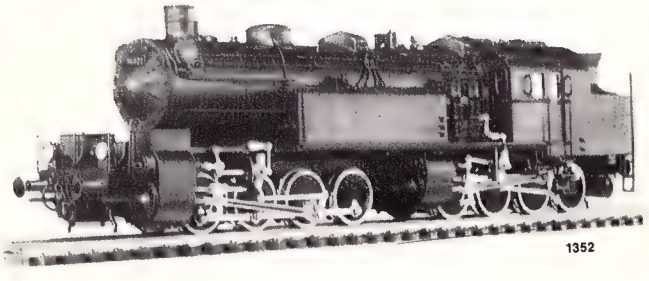
11814 General Electric U25C in easy-to-assemble kit form. This model is in the dark and light green of the Northern Pacific Railroad. **$72.50**

1352 German Articulated Mallet Tank Locomotive type BR 96-022 of the DR (Gt 2x4/4 of the BS). The model has beautifully detailed valve gear and is driven through both driver groups. It has front and rear headlights that are automatically reversed with the direction of the loco. This model is 210mm long. **$245.00**

* * * * * * * *

NEW CATALOGUE EXPECTED SEPTEMBER

Rumours that Rivarossi is ceasing production are not true. The company will release a new catalogue during August and this is expected to be available in Australia some time in September.



1352

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a few words from Bill Gardner.....

The glories of being able to hold 1980 price levels in 1981 and early 1982 for most brands and gauges have come to an end. The slow but relentless devaluation of our Dollar against the Pound Sterling and the American Dollar is forcing the prices of imported goods upwards. This together with the 1981 increase in sales tax and the rises in overseas prices over two years is now showing up in quite considerable rises in the price of many lines of model railway equipment. Somewhat steep rises in wages within Australia, postal charges, power bills and in most other items of expense for distributors and retailers have caused increases in the prices of Australian made lines and there are the rising costs of getting goods from the wharf or manufacturer to railway modellers. For these reasons prices over most of the spectrum are increasing, and whilst it might be regretted, it is so. Already ups in some of our Distributed Products prices are to be seen and most others will follow as new lists become necessary.

The temptation is to down grade service, but this is being resisted at A.M.C. as it is upon service that the A.M.C. reputation has been built over 33 years.

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NEWS BITS

New in stock are SMR Loco Decals and SMR Freight decals in black and white at $1.10 per pack. These are right for FSM 10 Class Bergs C30 and TRAX Z13. Back in stock are more Kumata Point Motors at $5.50 ea, Shinohara N Track and Point Motors. Due about now are Tenshodo Spuds for SJ Models X200 Rail Tractor, approx cost $27.00. Due shortly is Frary's new book Realistic MR Scenery at $9.95 and Diesel Loco Rosters of the US at $7.50. Sale items will not be backordered. Any other items out of stock will be backordered and supplied at advertised prices unless otherwise notified. Postage and packing is extra on all items, and is charged at standard Post Office rates plus 50c packing fee. Please allow extra, any excess refunded.

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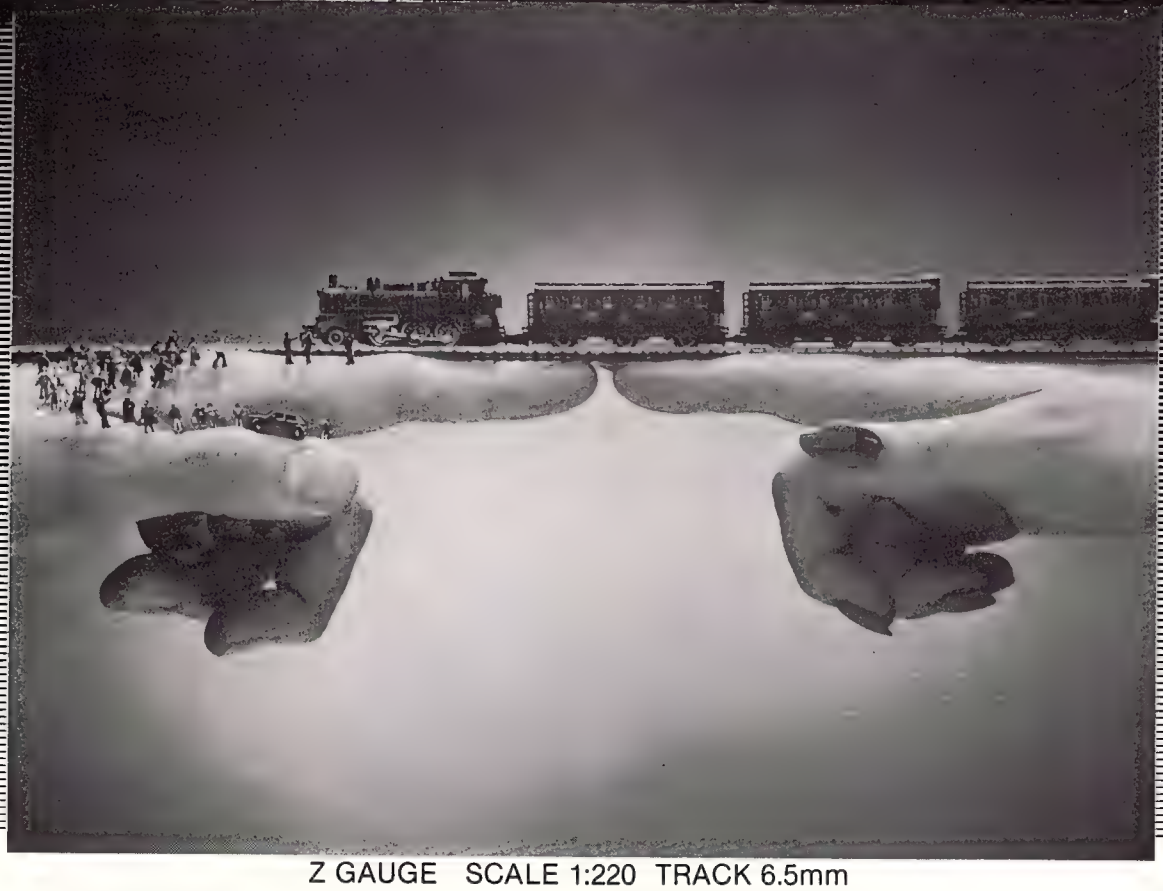

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SATURDAY 9.00-12.30

HO MODELS OF AUSTRALIAN RAILWAYS

INJECTION MOULDED HO KITS

CAMCO and **MINI MODELS** recent kits are still selling well, have you got yours yet?

MINI MODELS

N.S.W.G.R. BSV sheep van. Injection moulded kit excluding wheels and bogies:— $8.25

CAMCO

N.S.W.G.R CW 4 wheel cattle waggon. Each kit is complete with all moulded parts, wheels, bearings and decals with 12 numbers, buy 12 kits and each one can have a different number, great value at $6.95

N.S.W.G.R GSV 4 wheel sheep van. Each kit is complete with all moulded parts, wheels, bearings and decals with 12 numbers, great value at $6.95

NEW!

CAMCO TWIN PAK. Perhaps you already have wheels and bearings, or you would like to kit-bash a bogie version. Each twin-pak contains 2 kits including decals but does not include wheels or bearings.

CW Twin-pak $10.85
GSV Twin-pak $10.85

Couplers for **CAMCO** kits

Kadee No. 5 pkt. $3.95
'Lima' pair $1.90
'Hornby' pair $1.90

AR KITS

N.S.W.R. (GLV/GLX -NLGF/NLGX) $4.80

NEW!

N.S.W.R. BCH (NHDA) Coal Hopper kit $5.95

TRAX Models of N.S.W. prototype

LCH Coal hopper $4.95
TRC Refrig. Van $6.75
CCH Coal hopper $5.95
RSH Rutile hopper $5.95
RU Wheat hopper $5.95
K Wagon $5.50

10.5 mm spoke or disc wheels for **TRAX** and **Rails North** kits available $0.65 per axle

Bogies and wheels available for **GLV/GLX** and **TRC** and **BCH** $1.55 pair

MAIN WEST MODELS

CL class — ANR Loco Body Kit (Can be powered with Athearn F45) $29.50
422 class — N.S.W. Loco Body kit (kit includes special cast chassis designed to use motor and bogies from an Athearn SD9) $38.50
42220 Body kit of 42220, the 'different' **422** (kit includes details similar to the 422 class) $38.50
80 class — N.S.W. Loco Body kit (kit includes special cast chassis designed to use motor and bogies from an Athearn U28C or U33C) $38.50
Athearn locos (as above) $32.00
FS N.S.W. Coach kit with glass windows $19.95
BS N.S.W. Coach kit with glass windows $19.95
RBS N.S.W. Buffet Car kit with glass windows $19.95
BSR N.S.W. Buffet Car kit with glass windows $19.95

(All the above Coach kits are complete except bogies and couplers — if required add $3.50 per kit.)

BOOKS

All publications advertised in recent issues are still available together with the following ***NEW*** titles.

Coals to Maitland (Colour cover, 80 p) $5.00
Coals to Hexham (Colour cover, 40 p) $3.40
Pansy, the Camden Tram (Colour cover, 72 p) $5.50
The Great Northern Railway (Newcastle to Maitland — Colour & b/w, 112 p) $9.95

RAIL NORTH MODELS

E 40' Bogie flat wagon, Timber deck, less bogies $13.95
BBP 35' Bogie Plough Van with glass windows, less bogies $17.50
BBW 40 ton Bogie Ballast Hopper Wagon, less bogies $13.95
BMF 40' Bogie flat wagon with tanks, less bogies $13.95

Bogies for above . . .

BBW, BMF, E, Roundhouse Archbar $1.80 pr.
BBP Roundhouse Roller Bearing $1.80 pr.
Kadee 36'' wheels — (packet 12) $11.80

Good stocks of the following still available.

MLV N.S.W.R. 40' Louvre Van kit, less bogies and wheels $13.95
CLX N.S.W.R. Louvre Van kit, less bogies and wheels $13.95
OCY P.T.C. of N.S.W. 19.2 m Container Flat waggon kit with white metal bogies, less wheels $13.95
KLY N.S.W. Bogie Louvre Van kit, with white metal bogies, less wheels $13.95
KLV N.S.W. Bogie Louvre Van kit, with white metal bogies, less wheels $13.95
HLV/HLX N.S.W. Bogie Louvre Van kit, with white metal bogies, less wheels $13.95
N.S.W.R. 2 CM white metal bogies, less wheels $1.85 pair

MRC KITS

Limited quantities of MRC kits are now available.

N.S.W. MHO Passenger Guards Van $13.95
N.S.W. VHO Passenger Guards Van $13.95
N.S.W. Rebuilt **TAM** Sleeper $13.95
(Add $4.60 for white metal bogies and Northyard wheels).
VR AE Coach $14.99
(Add $1.95 for Roundhouse bogies & wheels).
N.S.W. KP Mail Van Kit $14.99
(Requires Protype 2AF or PMH 2AD bogies ($2.00)

MAIL ORDERS

If you order by mail, we assure you, we will treat you as a valued customer. Due to advertising lead times sometimes we are temporarily out of stock of some items. If we can't despatch the items you've ordered promptly, we will back order or refund your money if you prefer.

When ordering, write to our mail order dept., address at the top of the page. Please do not send CASH through the mail. Payment by Postal Note, cheque or Bankcard — please include card number, expiry date, authorisation and signature.

POSTAGE RATES

We regret that due to significant increases in postal charges on parcels, we have had to review our charges. It has become necessary to add a $2.00 excess charge on all parcels above 500 g to destinations outside of N.S.W.

Orders up to $4.99 value add $1.00
Orders $5.00 to $14.99 value add $1.50
Orders $15.00 to $29.99 value add $2.00
Orders $30.00 to $49.99 value add $2.50
Orders $50.00 and over add $2.00
Interstate excess, please add $2.00
Airmail, registered, please add extra — we will refund any excess.

ACCESSORIES

NEW!

WEICO HO FX Holden kit. White metal kit complete with interior, axles and wheels $4.95

A.M.R.I. Accessories all in stock.

40 HO Cork track bed (5 lengths-pkt.) $2.85
109 HO Single Quandrant Operating Signal $12.90
131 HO 2 Aspect Colour Signal $4.95
147 HO 2 Aspect Colour Signal $3.95
115 HO Light Tower $6.85
108 HO Twin ''Flourescent'' Light $3.45
081 HO white metal Water Column $4.25
105 HO Circulr Street light $2.79
300 N Railway Crossing Signal $5.95
302 N Two Aspects Colour Signal $4.75
101 Flasher Unit Module $7.95

CRAFTSMAN MODELS

NEW! BRASS ETCHED

N.S.W. G.R. Brake Handles — (pkt. 28) $5.95
44 class detail set — for Lima, 2nd series short cow catcher 44's $5.95

Broad Gauge Bodies (BGB)

Limited quantities of earlier kits are still available at old prices, see previous issues

Recent arrivals . . .

VIC BMX-BP Box Car incl. decals $7.15
SA & VIC Tarpaulins — range of colours, 10 per set $5.95
VIC & SA Overland decal set $1.65

NEW! from **ROCO**

HO Caterpillar Grader $6.00

Recent arrival from **ATHEARN**

HO RDC-1 (Powered) $24.80
HO RDC-1 (Dummy) $12.40

STILL A FEW AVAILABLE!

Brass HO N.S.W. Z13 4-4-2 Tank Locomotive — great runner *(Sorry No Bankcard)* $250.00

AIRFIX READY TO RUN MODELLING BRITISH?

4 Wheel Waggons $7.65 each

54389-7 5 plank ICI B.R.
54365-1 5 plank B.R. (fitted)
54376-1 5 plank ''John Arnold & Sons''
54375-8 5 plank ''Spencer''
54383-9 7 plank ''Hales Fuels''
54390-7 7 plank Carlton L.N.E.R.
54378-7 7 plank G.W.R.
54300-4 12 ton Vent. Van B.R.
54314-3 12 ton Vent. Van Persil
54369-3 20 ton Min. Wagon L.N.E.R.
54360-6 20 ton Goods Brake Van B.R.
54330-5 LOWMAC.

AMERICAN?

Bachmann Old West Series (Both HO and N scale). The ideal basis for a layout for a small space short trains and tight curves.

Locomotive — 4-4-0 Loco and tender
U.P. or C.P.R.R. HO $34.50
N $29.50

Passenger train —
3 X Coaches U.P. or C.P.R.R. HO $19.95
3 X Coaches U.P. or C.P.R.R. N $17.50

Freight train — 4 X Wagons, incl. Caboose
U.P. or C.P.R.R. HO $23.95
N $19.50

Bachmann Plasser EM80C
HO Motorised Track cleaning diesel $26.95

NEW! Recent arrivals from **MANTUA**

Locomotives
317-70 Berkshire $102.85
318-20 Decaped $101.30
313-22 Mogul $53.98
312-10 Micado $142.98

Coaches
Dual **lighted** Aluminium Streamliners, Penn. & Chic & N.W. each $25.85
221 Baggage Car, 222 Combine, 223 Coach, 224 Diner, 225 Room Car, 226 Observation Car (All are lighted and made from extruded aluminium).

N GAUGE MODELS OF AUSTRALIAN RAILWAYS

N.S.W. 421 class $13.50
N.S.W. 422 class $13.95
N.S.W. 442 class $13.95
N.S.W. GHG Guards Van Kit complete with bogies but less wheels and couplers $7.50
Kadee wheels and couplers for **GHG** $4.95
Both the **422** and **442** can be powered by: Mehanotehnika SD 45 available at $20.50
Decals avail for the above $1.20
Holden FX sedan pack of 3 $2.95
Holden FX ute pack of 3 $2.95
IBERTREN spanish 1800 class C-C diesel
1 powered unit $30.25
2 units, 1 powered, 1 unpowered $42.25
(just repaint to create a fine ''near enough'' N.S.W. 44 class)

Injection moulded kits
FYBREN
VR ELX less bogies $4.95
VR ELX c/with bogies $6.85
VR VLX should be available in July. $6.95

★★★★

SOMETHING DIFFERENT?

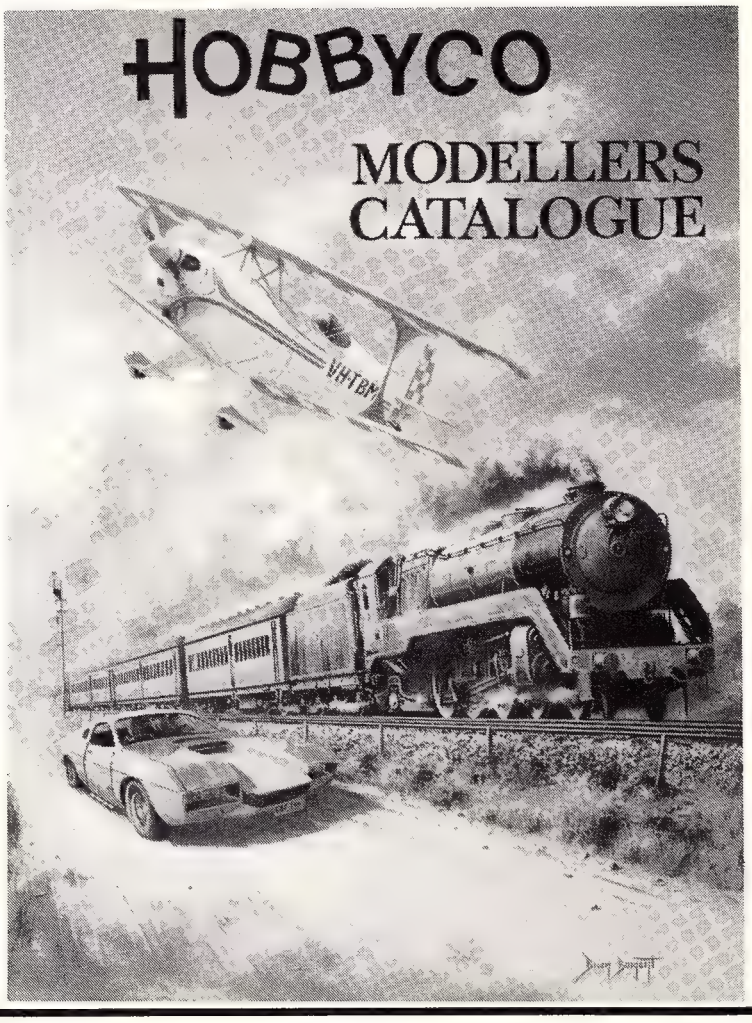
Aluminium and Cork Place Mats
6 Locomotives of Australia Black and Silver, set of six $27.00
Wine Mats also available — many scenes set of six $8.00

IT'S BACK

THE BRAND NEW HOBBYCO CATALOGUE HAS JUST BEEN RELEASED!

Hobbyco, the leading hobbycraft store, with one of the largest range of modelling goods in AUSTRALIA, has just released its newest catalogue.
Many will remember our comprehensive catalogue of years ago. This one is even bigger and better.
Whether your interests are Boats, Planes, Cars or Trains, they are catered for in the new illustrated Mail Order Catalogue. For your post paid catalogue send $2.95 to —

HOBBYCO PTY LTD
561 GEORGE STREET,
SYDNEY 2000,
NEW SOUTH WALES,
AUSTRALIA.



TRAINTASIA
MODEL RAILWAY EXHIBITION

RAILWAY SPECIALISTS
EXPERT REPAIRS

CAN YOU OPERATE TWO TRAINS AUTOMATICALLY ON THE SAME TRACK, WITHOUT ANY SWITCHES OR RELAYS???

YES WITH **E.T.C.** YOU CAN

E.T.C. does it electronically, leaving your hands free to operate other trains.

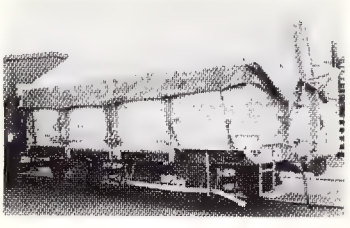
All you have to do, is: Link the two transformer wires to the E.T.C. unit, another two wires to insulated sections and wire your light signal. Like MAGIC, two trains operate simultaneously and the signal light changes as well.

E.T.C. is a **TRAINTASIA EXCLUSIVE** for only $14.95 plus $1.00 P&P. (AMRI Light signal No. 147 $4.35 extra). All units are pre-tested and supplied with full instructions.

MAIL ORDERS: P.O. BOX 86, MERMAID BEACH
2480 GOLD COAST HIGHWAY, MERMAID BEACH, 4218 — PH.382103

BROAD GAUGE MODELS
P.O. BOX 136,
BORONIA
VIC. 3155

MODELS OF VICTORIAN PROTOTYPE
BROAD GAUGE MODELS
P.O. BOX 136 BORONIA VIC. 3155.

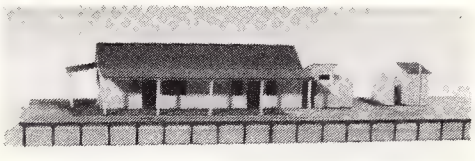


An injection molded polystyrene kit of the VicRail GY class open goods truck in HO scale.
Price $6.85 plus 50c postage or at a recommended price of $6.85 from better hobby shops.

Complete your GY with our etched brass brake lever and brake rigging. Enough parts supplied to complete 5 wagons. Price $6.50.

ALSO AVAILABLE

VR corrugated iron goods shed kit in HO — $18.00
VR shunters steps and brakewheels in etched brass — $5.50.



Victorian Railways Portable station building kit in HO scale. Kit includes toilets but does not include platform. Price $21.50 posted.

BROAD GAUGE MODELS VR products listed above may be ordered direct but please add an additional 5% for postage. **OR** through selected retail outlets.

Reg. Office 511 Mt. Dandenong Rd., Kilsyth.

McBEES
HOBBY CENTRE Pty. Ltd.

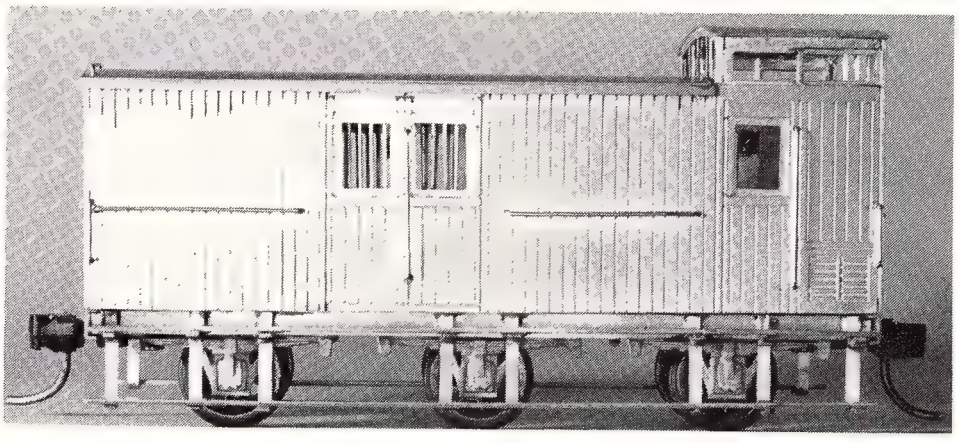
POSTAL ADDRESS:

P.O. BOX 144
COBURG, 3058
VICTORIA

TELEPHONE (03) 478 0038

MAIL ORDER SPECIALISTS

THE Z VAN



Illustrated above is the PILOT model of our soon-to-be-released Z Van. There will be a number of additions and alterations to the model before the production run is made. As this ad. is being prepared we still have not set a firm price. We expect the model to be between $65.00 and $70.00. Construction will be all brass and the model will be painted. Wheels will be North Yard's new thinner type. Couplers will not be included but provision will be made for easy installation of Kadees. Decals will also be included. We hope to make some of the brass castings available as separate items at a later date. The Z Van is being manufactured for us by THE MODEL COMPANY of New Zealand. We stress that the model pictured is a pre-production pilot model only and is included to give some idea of what to expect. We are hoping for delivery about August/September.

BROAD GAUGE MODELS

The next loco from BGM will be the VR 'D3' 4-6-0 steam loco. Price will be $340.00 unpainted or $375.00 painted for orders fully paid for by October 31. (Price is subject to any Tariff variation). Delivery is expected during November 1982. The price will be $25.00 higher after October 31. All those lucky enough to own BGM's 'K' Class will have first hand knowledge of the very high standard set by that model - the 'D3' promises to be just as good. The 'D3' will be handcrafted by SAMHONGSA in Korea. A $50.00 deposit will secure your order. Watch for BGM's new injection moulded kit - coming soon.

AUSTRALIAN LOCOMOTIVE COMPANY

McBEES can also supply brass models imported by the Australian Locomotive Company - write for details of their next release. Their 'N' Class loco was due to leave Korea at the time this ad. was prepared.

WEICO MODELS

The first run of Weico's HO Scale FX Holden sold like hot pies at a footy match. By the time this appears stocks should have been replenished. The FX kit is whitemetal and is priced at $4.95.

BROAD GAUGE BODIES

The latest kits from BGB are the VicRail BMX-BP Box Car at $7.30 and the SAR DWf with rebuilt doors priced at $5.25. Both kits include decals but do not include wheels, bogies or couplers. The DWf is a 4 wheel van which will require an underframe. It just so happens that a new firm, THE WAGON COY., have released a whitemetal kit that can be used for this purpose. Price is $3.95 and wheels are NOT included. (Use North Yard 10.5mm, 10 spoke wheelsets at 70 cents per axle). BGB have also released several new decal and pre-printed tarpaulin sets including a decal set for 'The Overland' coaches, $1.70, and a set for the Australian National '930' class diesel, $1.10. Write for the full BGB list.

MASHIMA

Mashima is a new name in the 'can' motor field. A large range of sizes will be available at very attractive prices. In stock now is the 16mm dia. by 28mm long model priced at only $15.95. Other models, including a 20mm dia. by 32mm long motor, should be available when this magazine appears. Naturally Mashima motors are designed for 12 Volt DC operation. Mounting screws are included and each motor comes with wires attached.

****

WANT SOMETHING FROM WALTHERS IN THE USA?

USE OUR COMPUTER TO COMPUTER

IMPORT SERVICE

FOR FAST ACCESS TO OVER 40000 MODEL RAILWAY ITEMS FROM OVER 300 MANUFACTURERS

We now have DIRECT ACCESS to the WALTHERS computer in Milwaukee, USA. The fastest we could get an order to Walthers up to now has been about 7 days - the time taken for an Airmail letter to make the journey. We now have the necessary hardware to reduce that time to about 40 seconds !!!!! In other words we are now in a position to post out customer orders within TWO WEEKS of placing our order with Walthers. At the moment we place our order to Walthers on or about the 1st. of each month. Subject to availability at Walthers the time taken to import an item for our customers is now from 2 to 6 weeks. It often takes more than 2 weeks for us to get orders from suppliers within Australia. We are proud to be one of the first firms outside the USA to take advantage of this 'direct to computer' service.

****

McBEES

P.O. Box 144 is registered and our shop is located at:-

535 PLENTY ROAD
EAST PRESTON

Shop Hours:- Mon - Wed .. 4 pm - 6.30 pm
Thur. Fri .. 12 noon - 9 pm
Saturday .. 9 am - 1 pm

MAIL ORDERS and CORRESPONDENCE to :-
P.O. Box 144
COBURG 3058

Every effort is made to have all articles featured in this advertisement in stock however delivery delays or heavy sales may occasionally force us to Backorder.

POSTAGE RATES:-
Postage will be charged AT COST. Minimum charge of $1.00. As a guide a parcel weighing less than 500gm will cost $1.50 Australia wide - parcels over 500gms...
Victoria Tas .. $2.00
SA and NSW .. $3.00
NT QLD WA .. $4.00
On orders over $100.00 in value the minimum charge of $1.00 applies.
Airmail add extra $3.50
Registered extra $3.00

We IMPORT-TO-ORDER from WALTHERS and CHAMPION DECAL COMPANY.

We accept payment by BANKCARD, VISA, AMERICAN EXPRESS or DINERS CLUB. Include card number, expiry date and your signature. Cheques or Money Orders also accepted. Do NOT send CASH. Orders are processed faster if general enquiries are on a separate sheet.

Rail Craft PRODUCTS

QUALITY TRACK PRODUCTS

FLEXTRACK 36" long
HO — Codes 55, 70, 83, 100
HOn3 — Codes 55, 70
HO/HOn3 Dual Gauge — Codes 55, 70
HOn2½ — Code 55
WEATHERED RAIL
Codes 55, 70, 100
SLEEPERS
HOn3 Regular and Turnout
RAIL JOINERS
Codes 55, 70, 83, 100
TRACK GAUGES
HO — Codes 55, 70, 100
HOn3 — Codes 55, 70
SMALL &MEDIUM TRACK SPIKES
Send SAE for Price List

SPECIALISING IN HO/OO SCALES

● ROUNDHOUSE ● ATHEARN ● MEHANO ● LIMA ● RATIO ● CAMCO ● MODEL POWER ● SHINOHARA ● LOCOMOTION ● EDA ELECTRONICS ● PECO ● TRAX

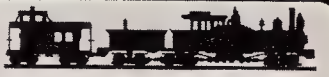
Sentinel & Protype fittings. Romford wheels, crankpins & gearsets. Styrene sheet. K&S metal. ECM motors. AMRI accessories. Mn'J decals. Badger air brushes. PMH bogies. Kalmbach books. Merten figures.
● KADEE ● FLOQUIL ● POLA ● HELJAN ● KIBRI ● HUMBROL PAINT

OPEN UNTIL 5.00pm SATURDAYS
Trading Hours:
Tuesday to Friday 9.00am—5.30pm (until 8 Thurs)
Saturday 9.00am—5.00pm
Closed Sunday & Monday

MLR MFG CO

TRACK LAYING TOOLS
As Reviewed in June 82 AMRM

ST. GEORGE HOBBIES



504 ROCKY POINT ROAD
SANS SOUCI, N.S.W. 2219
Phone (02) 529-9809

LAY-BY

bankcard

LION VALLEY HOBBIES

OO	Mainline freight wagons from	$4.00
OO	Mainline Passenger cars	$8.50
N	Assorted U.S. prototype freight cars	$2.50
N	Assorted U.S. passenger coaches from	$6.50 ea.

SEND SAE FOR PRICE LISTS

We are having a combined second hand/new stand at the Holroyd Council Exhibition on October 16th & 17th at Greystanes Community Centre, Merrylands Rd., Greystanes.

P.O. BOX 1657
North Sydney
N.S.W. 2060.

NEXT IN BRASS FROM

TRAX

The Z-12 class 4-4-0 for delivery in January 1983.
PRICE: $325.00

Subject to major exchange rate fluctuations.

Order Yours Now.

Our current PLASTIC KIT PROGRAMME IS:
MBC/MRC — Box Car due August
BX — 'Dog Box' coach due December
BMT — Milk Tank due October

During 1983 our only project will be:
The 'N' cars. FN/BN/HFN

And for 1984 — The FS/BS cars.

All TRAX coach kits will be complete with underbody detail, bogies and wheels.

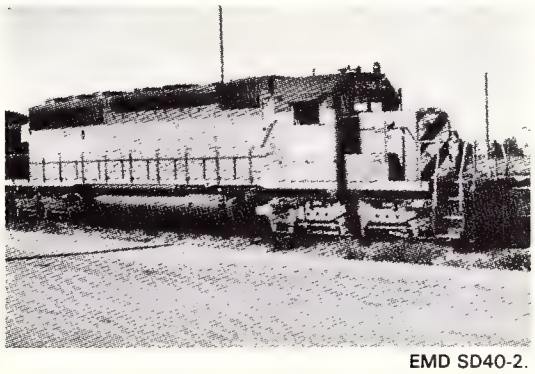
The MBC and BMT kits now complete the TRAX range of new goods wagons until 1985.

TRAX MODEL PRODUCTS PTY. LTD.
P.O. Box 312,
RYDE, N.S.W. 2112
(02) 896-2313

N SCALE BRASS!!

The following models are manufactured in Japan by KUMATA & NAKAMURA

Old Timer 2-6-0 loco, tender and passenger car. J.N.R. version (motor unit in coach).
$120



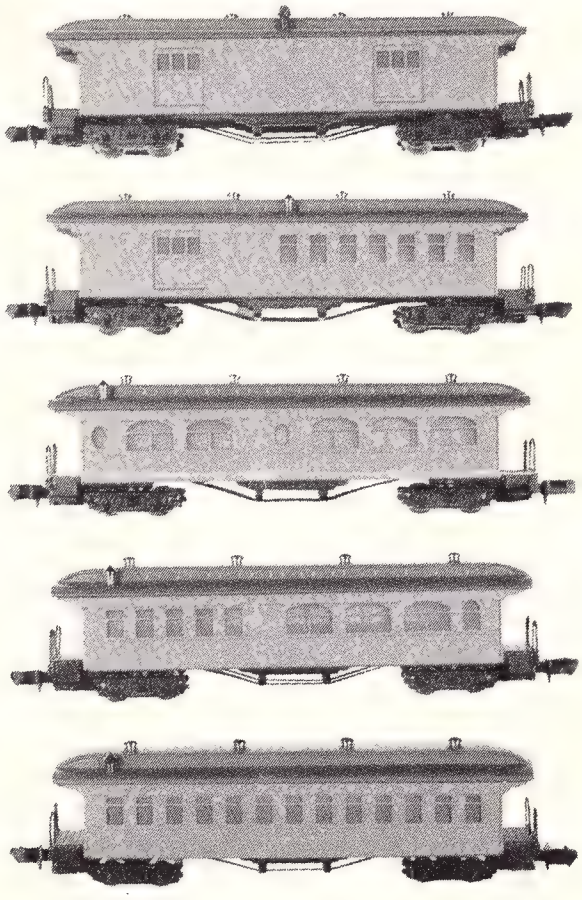
EMD SD40-2.

6 Car set Santa Fe Streamlined
Price to be advised.

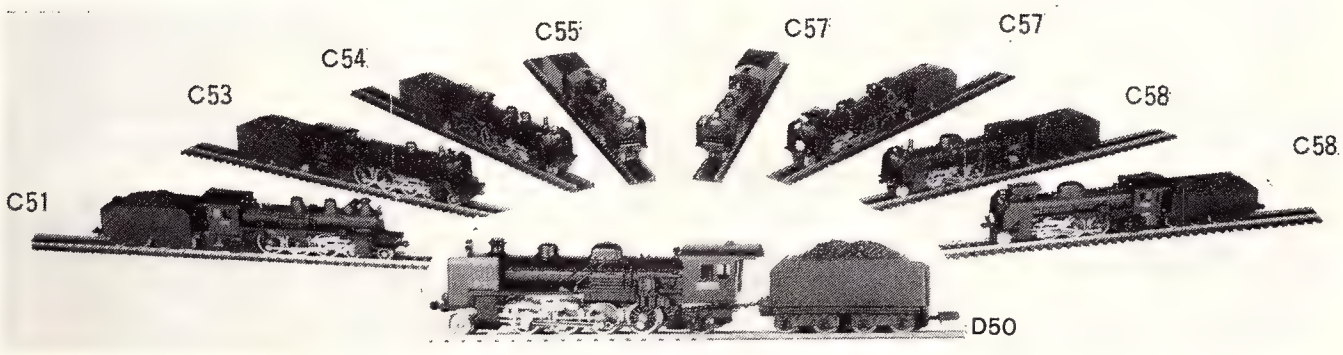
Loco to match:
EMD, E-1 A and B units, price t.b.a.
Loco and cars due August '82

Also Coming:
G.N. H-4 4-6-2 Pacific loco & tender. Painted in Glacier multi colours.
$160 due July '82.
12 Assorted J.N.R. Passenger Cars similar to U.S. Heavyweights. $15 ea.
due July '82.

DUE for Release Later:
EMD SD40-2 as illustrated above.



Old Timer U.S. type Passenger Cars and Loco
$248
Loco similar to J.N.R. (motor unit in coach)



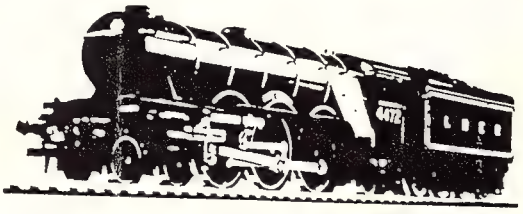
14 different J.N.R. Locos & Tenders. $120 each due JULY '82

BERGS HOBBIES

261 Church St., PARRAMATTA 2150 Phone (02) 635-8618

EMERALD LAKE PARK

MODEL RAILWAY



(059) 68 3455

A.Hrs. (03) 751 1613

EMERALD, VICTORIA'S DANDENONG RANGES.
SEE AUSTRALIA's LARGEST MODEL RAILWAY
WORKING TRAMS – TROLLEY – CHAIRLIFTS.
6947 FEET OF TRACK – FULLY SCENICED – A REAL FAMILY DELIGHT.
OPEN EVERY WEEKEND, PUBLIC HOLIDAYS, SCHOOL HOLIDAYS.

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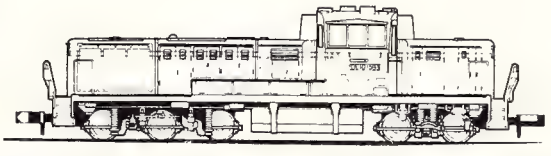

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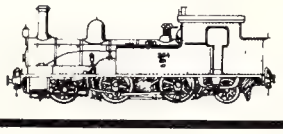

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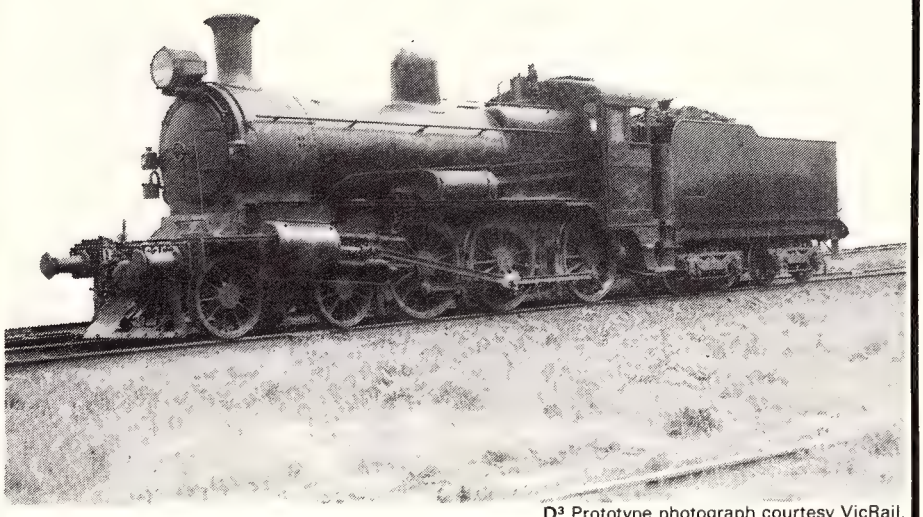

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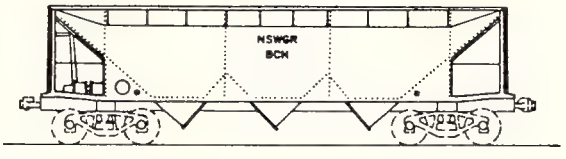

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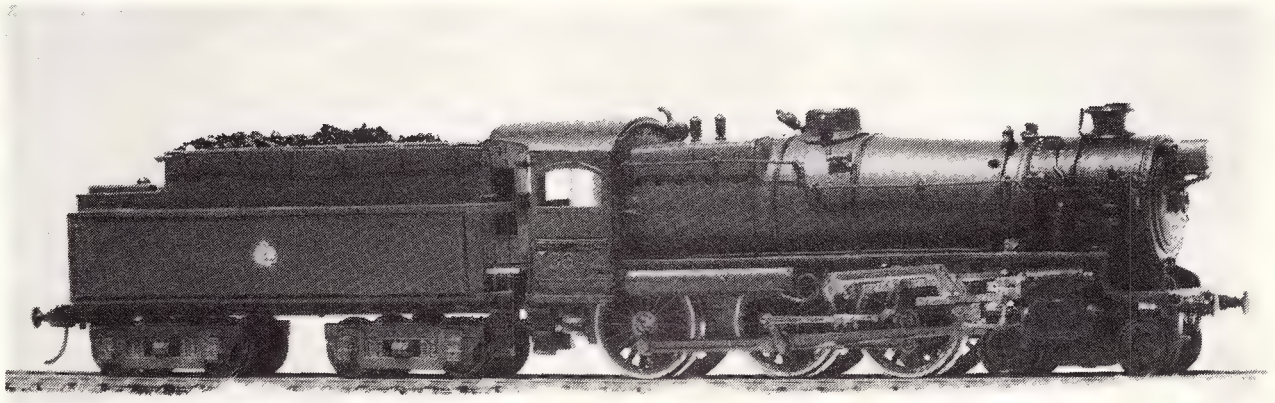

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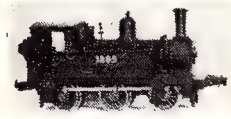

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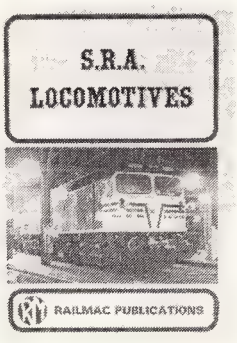

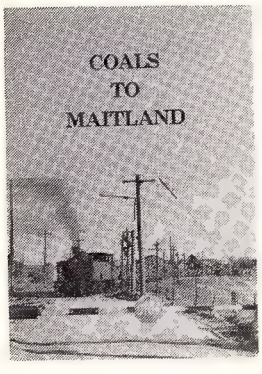

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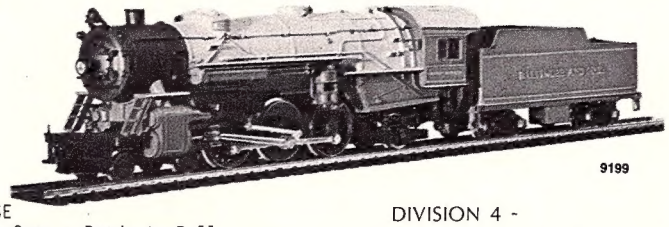

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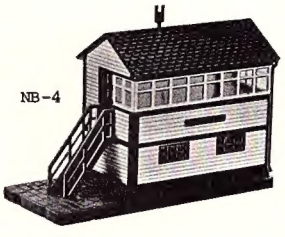

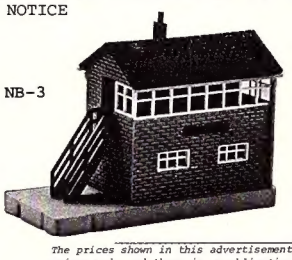

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There is something rather fine about PECO Streamline turnouts and crossings, they follow correct prototype practice and are suitable for all the popular makes of trains. They possess many splendid features, such as nickel silver rails integrally moulded with the detailed simulated wood grained sleeper bases to provide maximum strength.

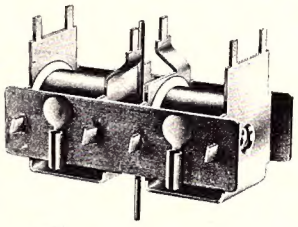
The turnouts have pivoted blades with nickel silver contacts which incorporate a springing device giving easy positive action for immediate use – separate levers are not necessary for hand control, they are completely self contained units. All turnouts are designed for fitting the PECO Turnout Motor to the underside for remote control; being positioned underneath it is therefore invisible and adds greater realism to the appearance of the layout.*

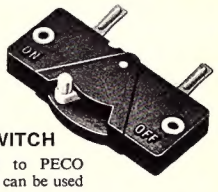
POINTS & CROSSINGS

SL-86XX Curved Right Hand Point
SL-87XX Curved Left Hand Point
1524mm Outside Radius
763mm Inside Radius
SL-88XX Large Radius Right Hand Point
SL-89XX Large Radius Left Hand Point
1524mm Radius, 258mm long
SL-90XX Double Slip Point - 12° Angle, 250mm long
SL-91XX Small Radius Right Hand Point
SL-92XX Small Radius Left Hand Point
610mm Radius, 185mm long
SL-93XX Short Crossing - 24° Angle, 127mm long
SL-94XX Long Crossing - 12° Angle, 250mm long
SL-95XX Medium Radius Right Hand Point
SL-96XX Medium Radius Left hand Point
914mm Radius, 219mm long
SL-97XX Short "Y" Point
763mm Radius, 148mm long
SL-98XX Long "Y" Point
1820mm Radius, 220mm long

MOTOR (Switch Machine) For operating Turnouts

There really is no need to attach ugly boxes to the sides of turnouts. The PECO Motors just fit under the base of the turnout converting it immediately from hand to electrical operation. With no linkage or other connections, it provides positive action and being fitted under the turnout, is completely invisible in use and out of the way. Simplicity itself, just cut a small hole in the baseboard and lay the turnout with the motor already fitted. No soldering is required as the Motor is fitted with clinch terminal tags. PL-10



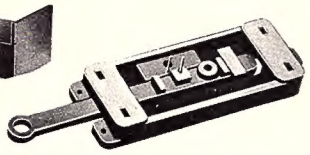


TRACK ISOLATING SWITCH

Can be clipped straight on to PECO Streamline HO/OO track, or it can be used as an On/Off switch on the control panel. Easy action. Plastic case. PL-20

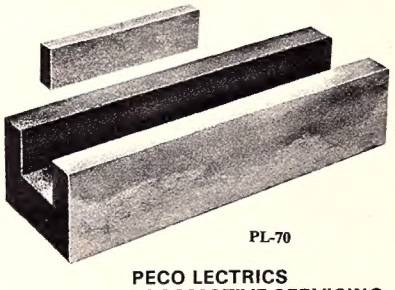
ACCESSORY SWITCH

Fits directly underneath the motor and provides for frog polarity and relay switching, signal operation etc. PL-13



MOTOR ADAPTOR

Should above baseboard operation be essential, the Motor can be mounted at the side of the turnout using this adaptor base. It can be used in conjunction with other makes of turnouts as it is fitted with an over-centre spring and self-locking, operating arm. It can be conveniently disguised by covering with the Platelayers Hut LK-4 – HO/OO only. PL-12



PL-70

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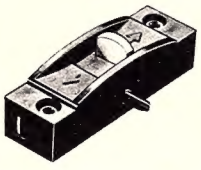

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